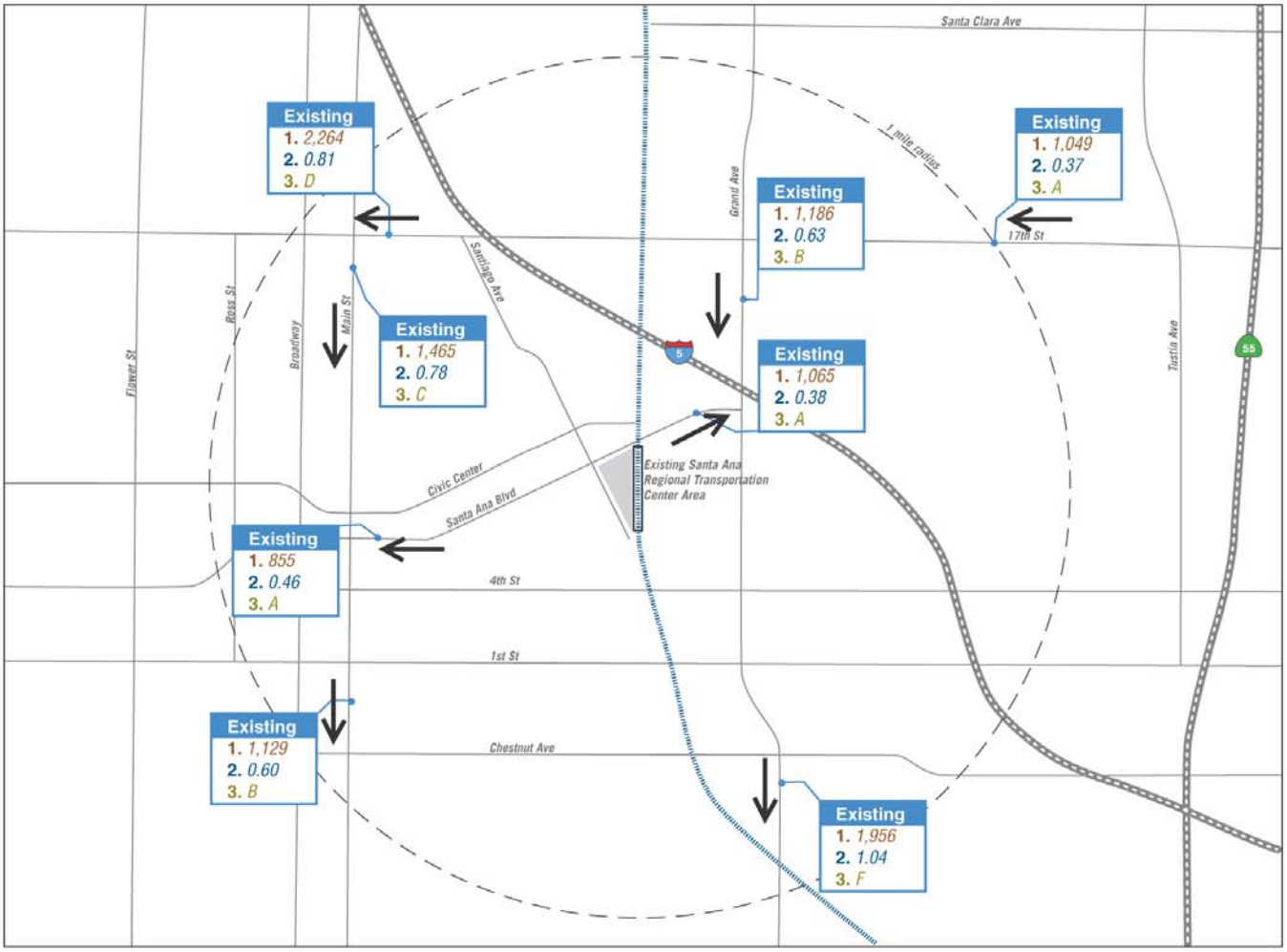


Baseline data provided by Orange County Transportation Authority

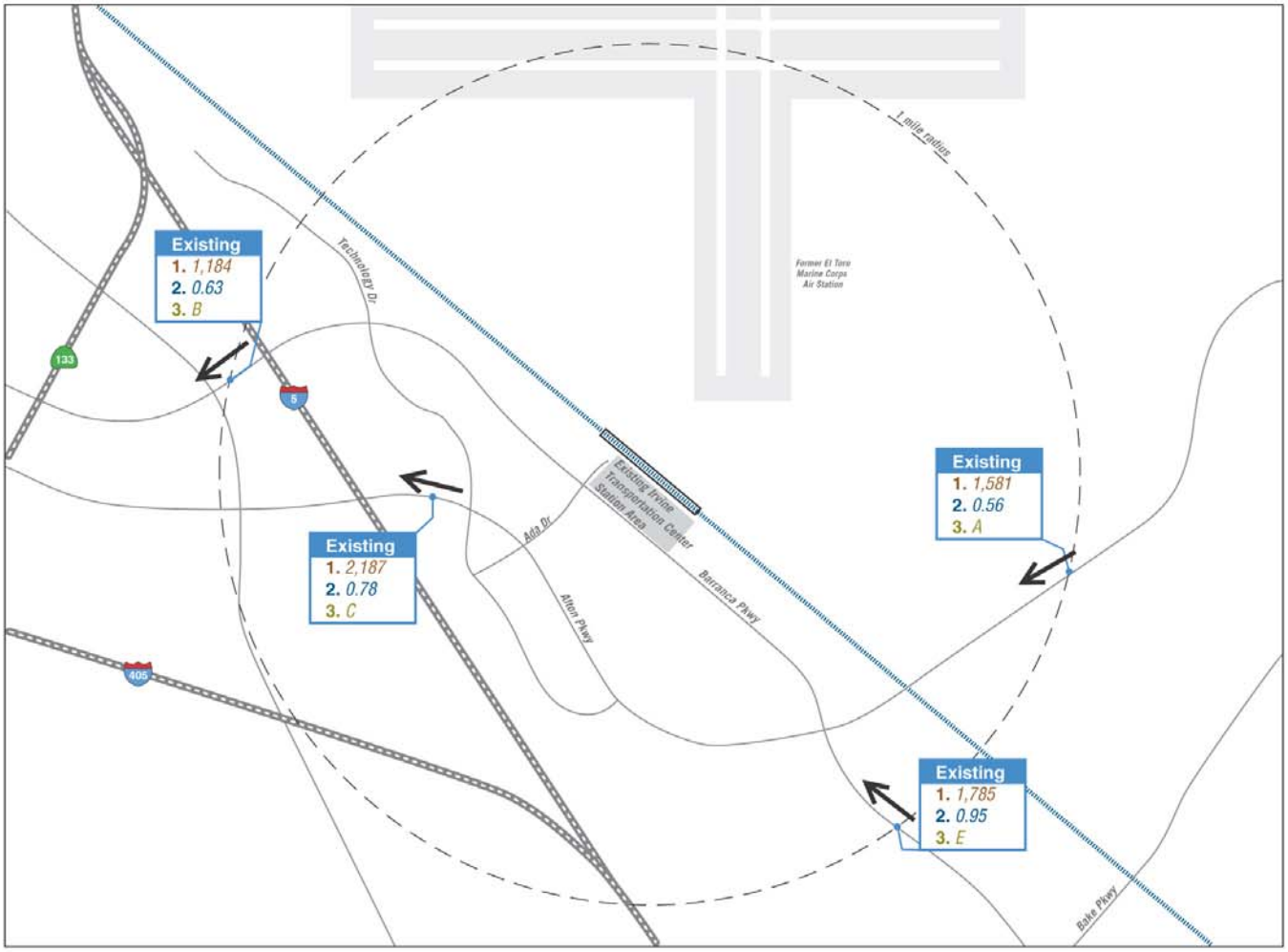
May, 2003 *California High-Speed Train Program EIR/EIS*

Legend

- LOSSAN RAIL CORRIDOR
- STATION PLATFORM AREA
- 1. AM PEAK HOUR VOLUME BY DIRECTION
- 2. AM PEAK HOUR VOLUME TO CAPACITY RATIO BY DIRECTION
- 3. AM LEVEL OF SERVICE BY DIRECTION
- EXISTING PEAK TRAFFIC DIRECTION

Year 2001 Existing
Peak Hour Automobile Trip Distribution - SANTA ANA

Figure 2.4-8

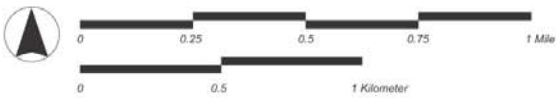


Baseline data provided by Orange County Transportation Authority

May, 2003 *California High-Speed Train Program EIR/EIS*

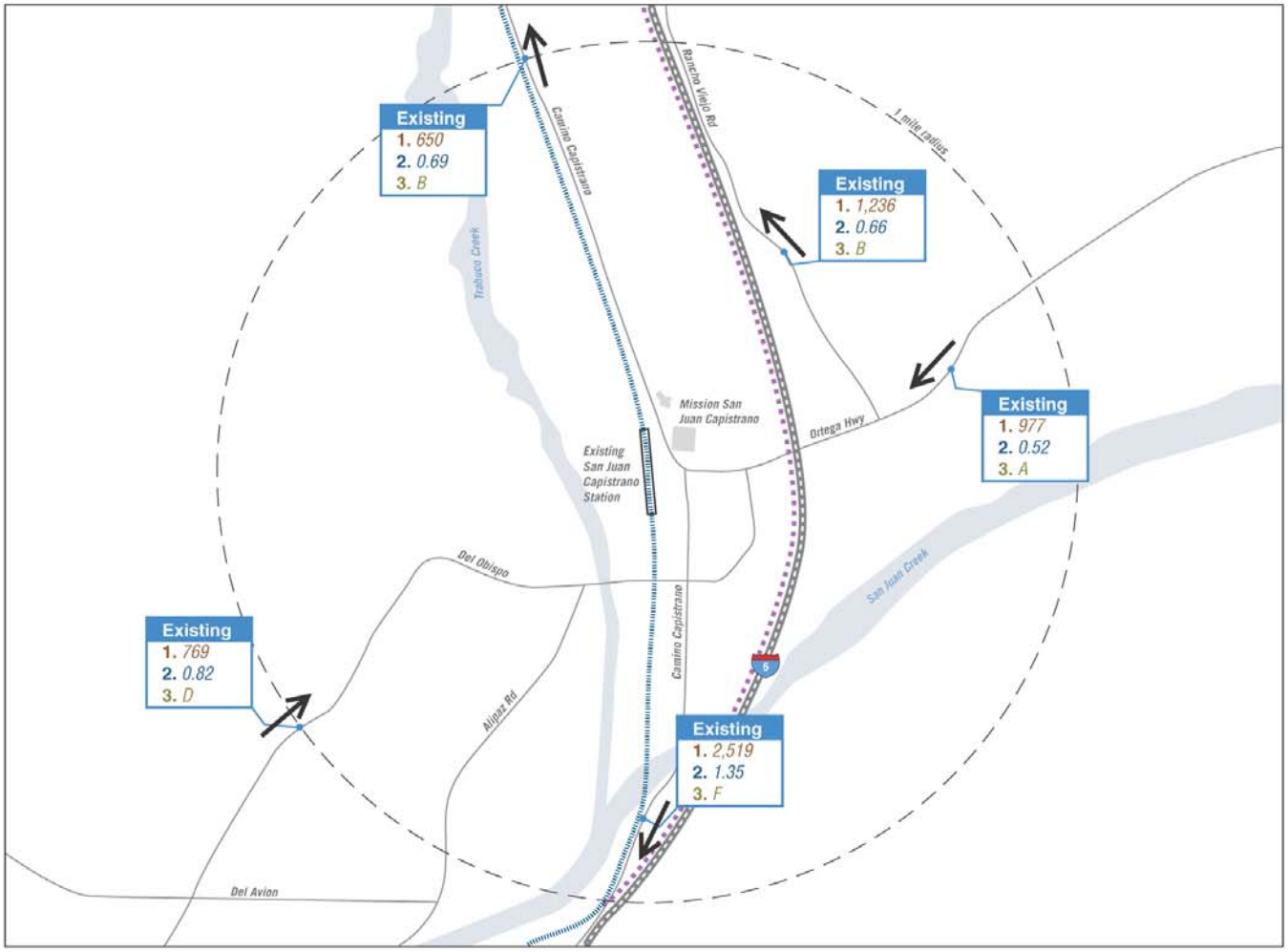
Legend

- LOSSAN RAIL CORRIDOR
- STATION PLATFORM AREA
- 1. *AM PEAK HOUR VOLUME*
- 2. *AM PEAK HOUR VOLUME TO CAPACITY RATIO*
- 3. *AM LEVEL OF SERVICE*
- ← *EXISTING PEAK TRAFFIC DIRECTION*



Year 2001 Existing
Peak Hour Automobile Trip Distribution - IRVINE

Figure 2.4-9

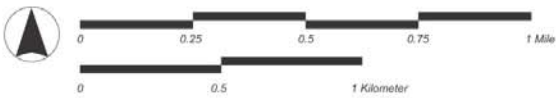


Baseline data provided by Orange County Transportation Authority

May, 2003 *California High-Speed Train Program EIR/EIS*

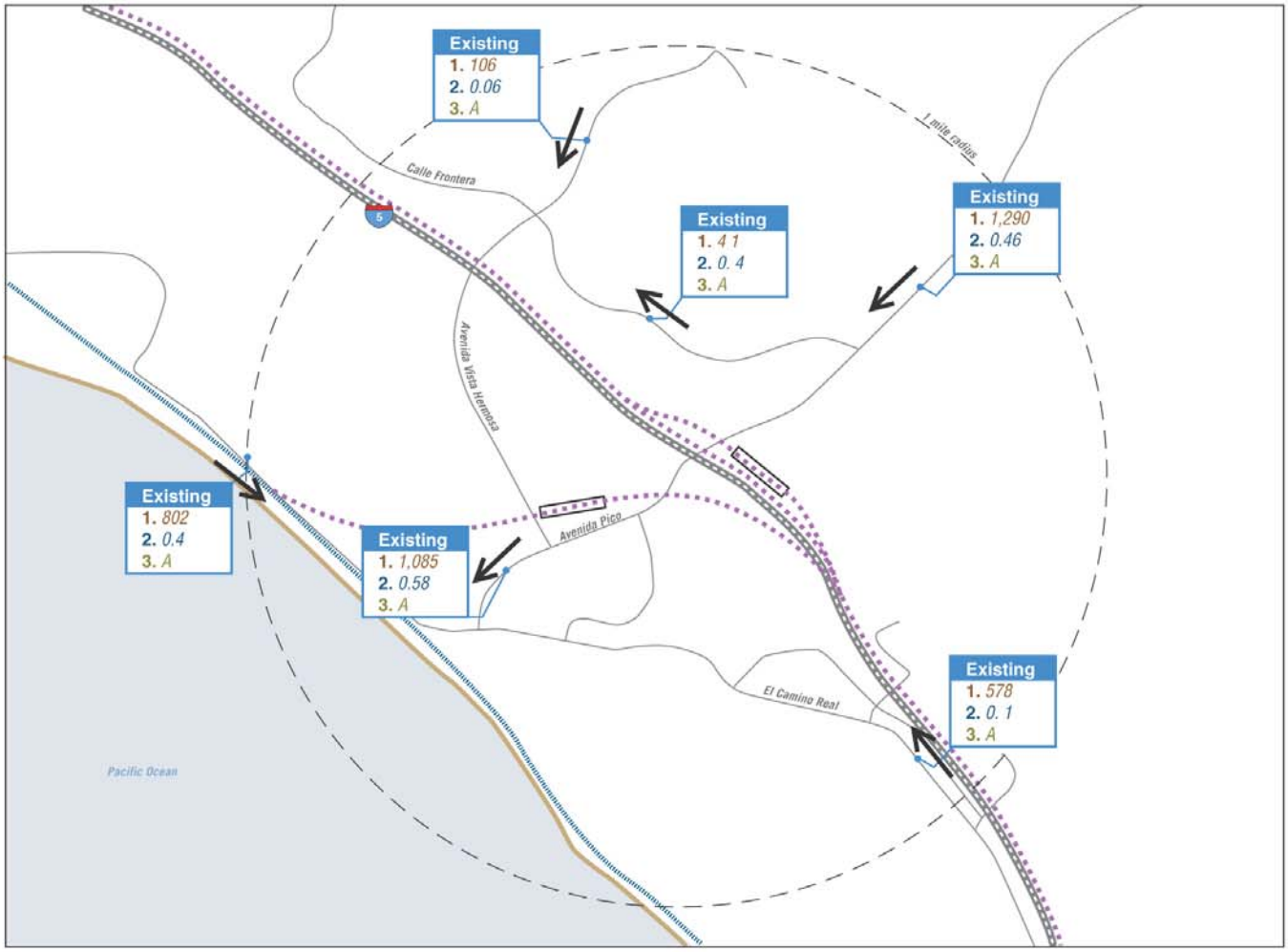
Legend

- LOSSAN RAIL CORRIDOR
- POTENTIAL IMPROVEMENTS
- STATION PLATFORM AREA
- 1. *AM PEAK HOUR VOLUME BY DIRECTION*
- 2. *AM PEAK HOUR VOLUME TO CAPACITY RATIO BY DIRECTION*
- 3. *AM LEVEL OF SERVICE BY DIRECTION*
- ← *EXISTING PEAK TRAFFIC DIRECTION*



Year 2001 Existing
Peak Hour Automobile Trip Distribution -
SAN JUAN CAPISTRANO

Figure 2.4-10



Baseline data provided by Orange County Transportation Authority

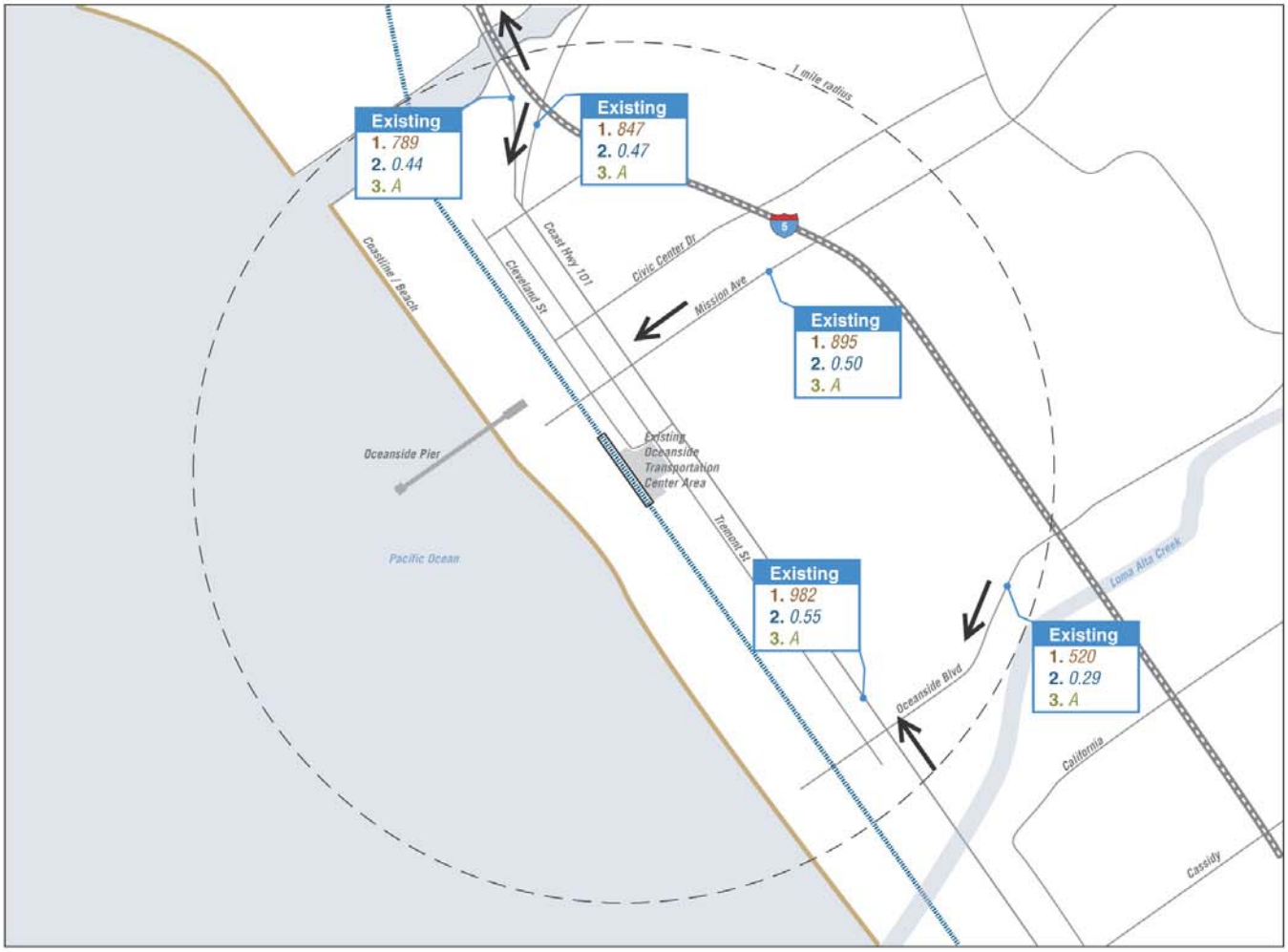
May, 2003 *California High-Speed Train Program EIR/EIS*

Legend

- LOSSAN RAIL CORRIDOR
- POTENTIAL IMPROVEMENTS
- STATION PLATFORM AREA
- 1. *AM PEAK HOUR VOLUME BY DIRECTION*
- 2. *AM PEAK HOUR VOLUME TO CAPACITY RATIO BY DIRECTION*
- 3. *AM LEVEL OF SERVICE BY DIRECTION*
- ← *EXISTING PEAK TRAFFIC DIRECTION*

Year 2001 Existing
Peak Hour Automobile Trip Distribution -
SAN CLEMENTE STATION OPTIONS

Figure 2.4-11

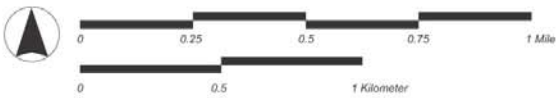


Baseline data provided by San Diego Association of Governments

May, 2003 *California High-Speed Train Program EIR/EIS*

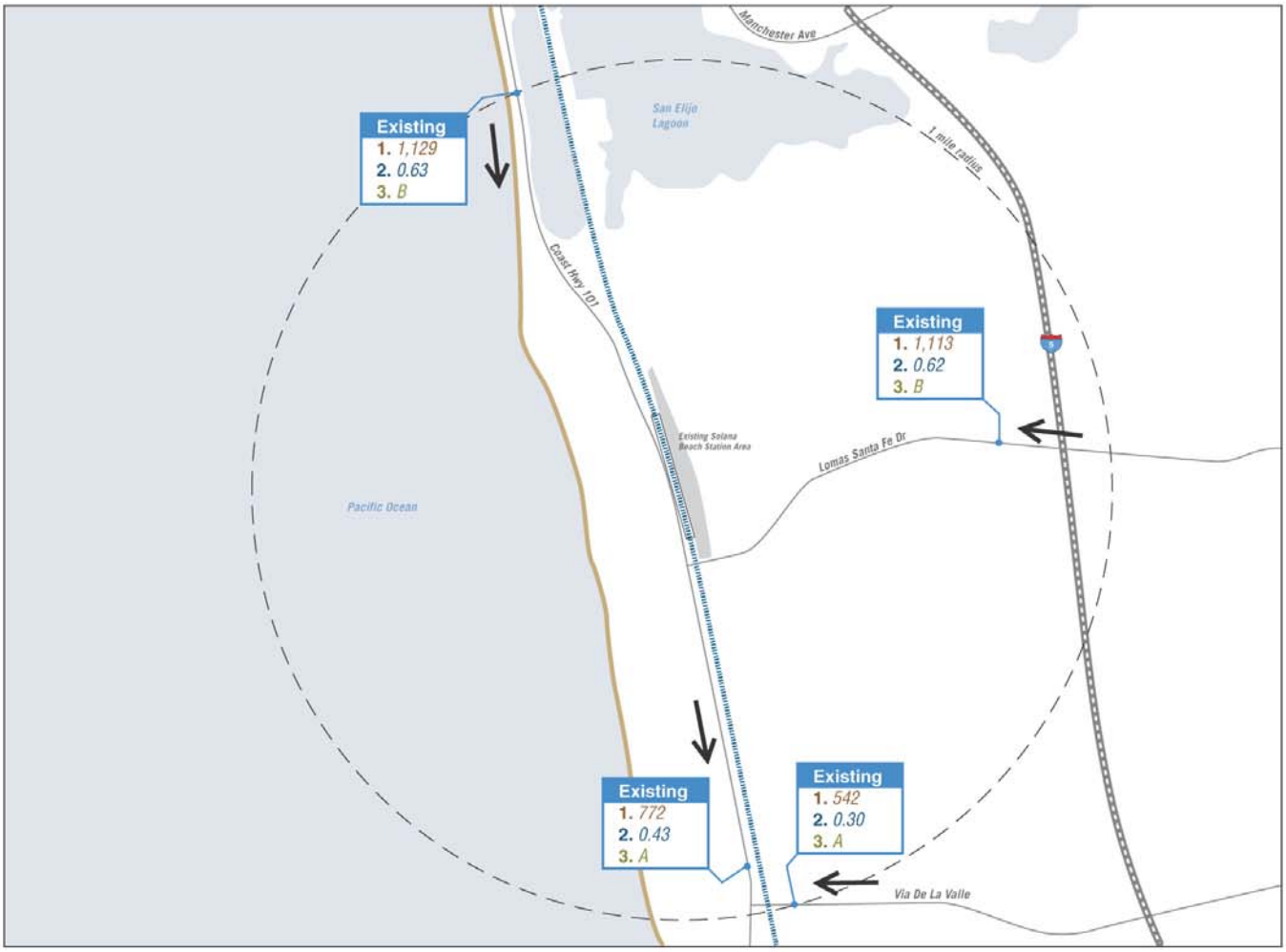
Legend

- LOSSAN RAIL CORRIDOR
- STATION PLATFORM AREA
- 1. *AM PEAK HOUR VOLUME BY DIRECTION*
- 2. *AM PEAK HOUR VOLUME TO CAPACITY RATIO BY DIRECTION*
- 3. *AM LEVEL OF SERVICE BY DIRECTION*
- ← *EXISTING PEAK TRAFFIC DIRECTION*



Year 2000 Existing
Peak Hour Automobile Trip Distribution - OCEANSIDE

Figure 2.4-12



Baseline data provided by San Diego Association of Governments

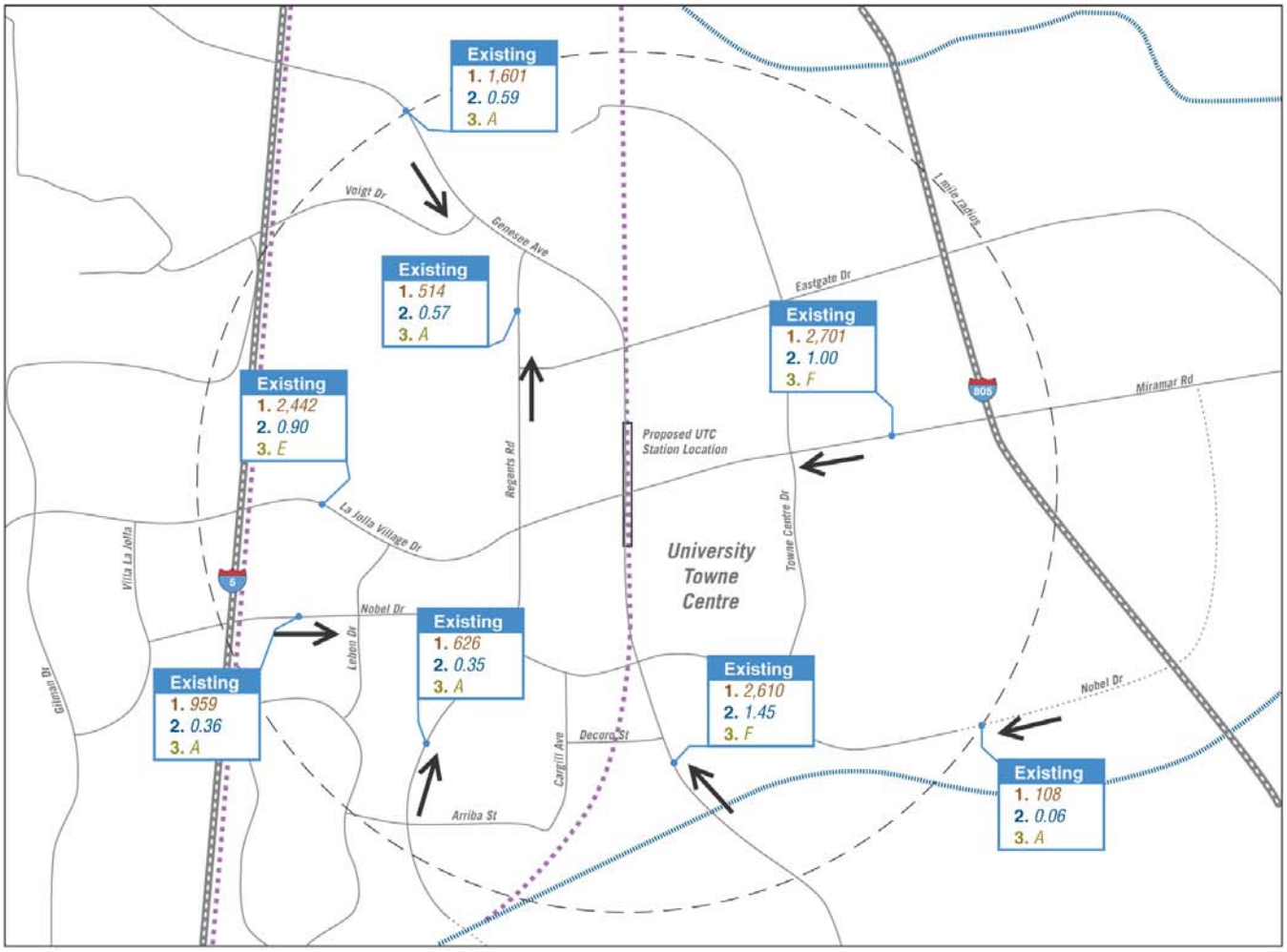
May, 2003 *California High-Speed Train Program EIR/EIS*

Legend

- LOSSAN RAIL CORRIDOR
- STATION PLATFORM AREA
- 1. AM PEAK HOUR VOLUME BY DIRECTION
- 2. AM PEAK HOUR VOLUME TO CAPACITY RATIO BY DIRECTION
- 3. AM LEVEL OF SERVICE BY DIRECTION
- EXISTING PEAK TRAFFIC DIRECTION

Year 2000 Existing
Peak Hour Automobile Trip Distribution - SOLANA BEACH

Figure 2.4-13



Baseline data provided by San Diego Association of Governments

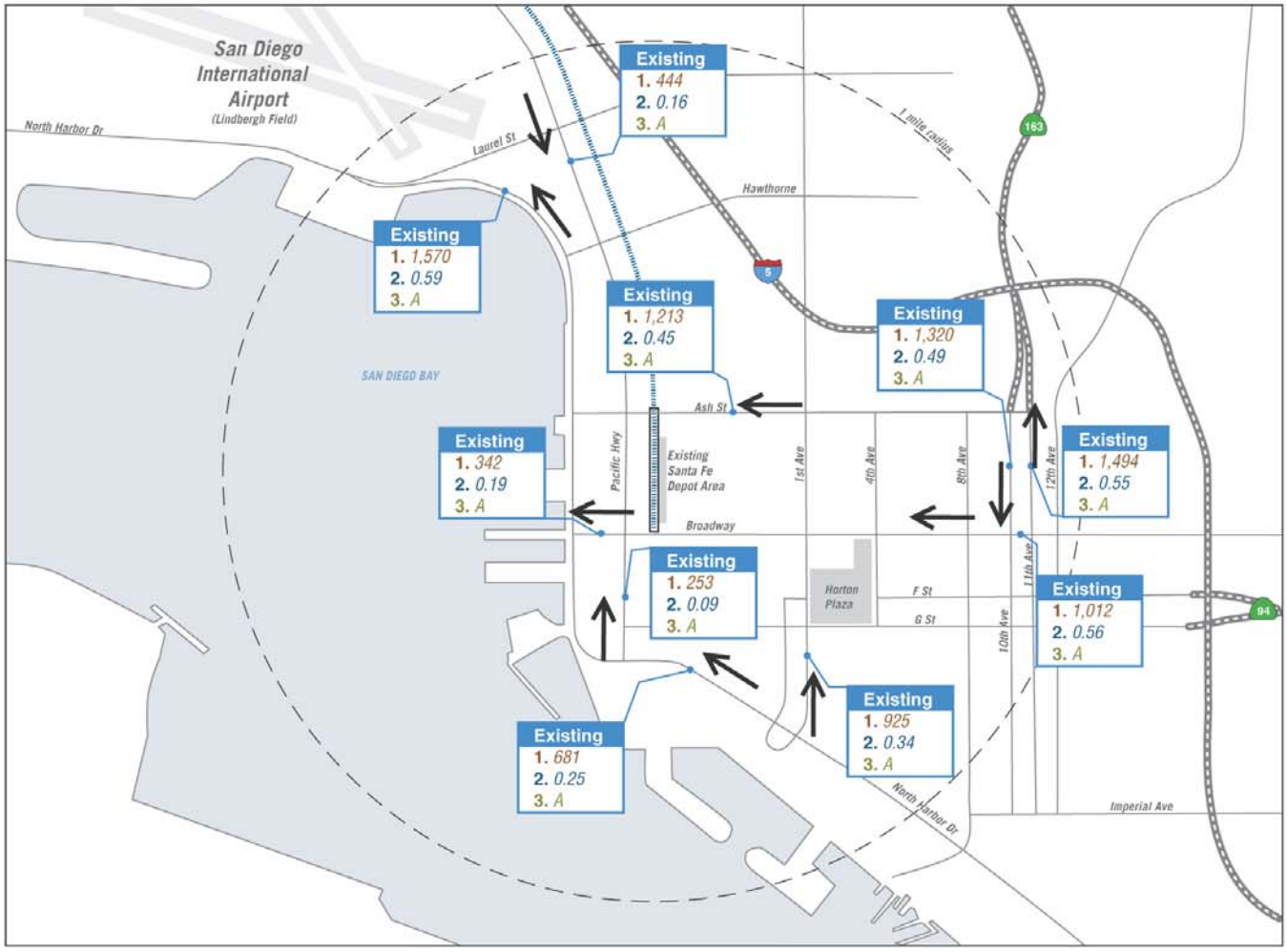
May, 2003 *California High-Speed Train Program EIR/EIS*

Legend

- LOSSAN RAIL CORRIDOR
- POTENTIAL IMPROVEMENTS
- STATION PLATFORM AREA
- 1. *AM PEAK HOUR VOLUME BY DIRECTION*
- 2. *AM PEAK HOUR VOLUME TO CAPACITY RATIO BY DIRECTION*
- 3. *AM LEVEL OF SERVICE BY DIRECTION*
- ← *EXISTING PEAK TRAFFIC DIRECTION*

Year 2000 Existing
Peak Hour Automobile Trip Distribution -
UNIVERSITY TOWNE CENTRE

Figure 2.4-14



Baseline data provided by San Diego Association of Governments

May, 2003 *California High-Speed Train Program EIR/EIS*

Legend

- LOSSAN RAIL CORRIDOR
- 1. AM PEAK HOUR VOLUME BY DIRECTION
- 2. AM PEAK HOUR VOLUME TO CAPACITY RATIO BY DIRECTION
- 3. AM LEVEL OF SERVICE BY DIRECTION
- ← EXISTING PEAK TRAFFIC DIRECTION

0 0.25 0.5 0.75 1 Mile

0 0.5 1 Kilometer

Year 2000 Existing
Peak Hour Automobile Trip Distribution -
SANTA FE DEPOT

Figure 2.4-15

May, 2003 *California High-Speed Train Program EIR/EIS*

Legend

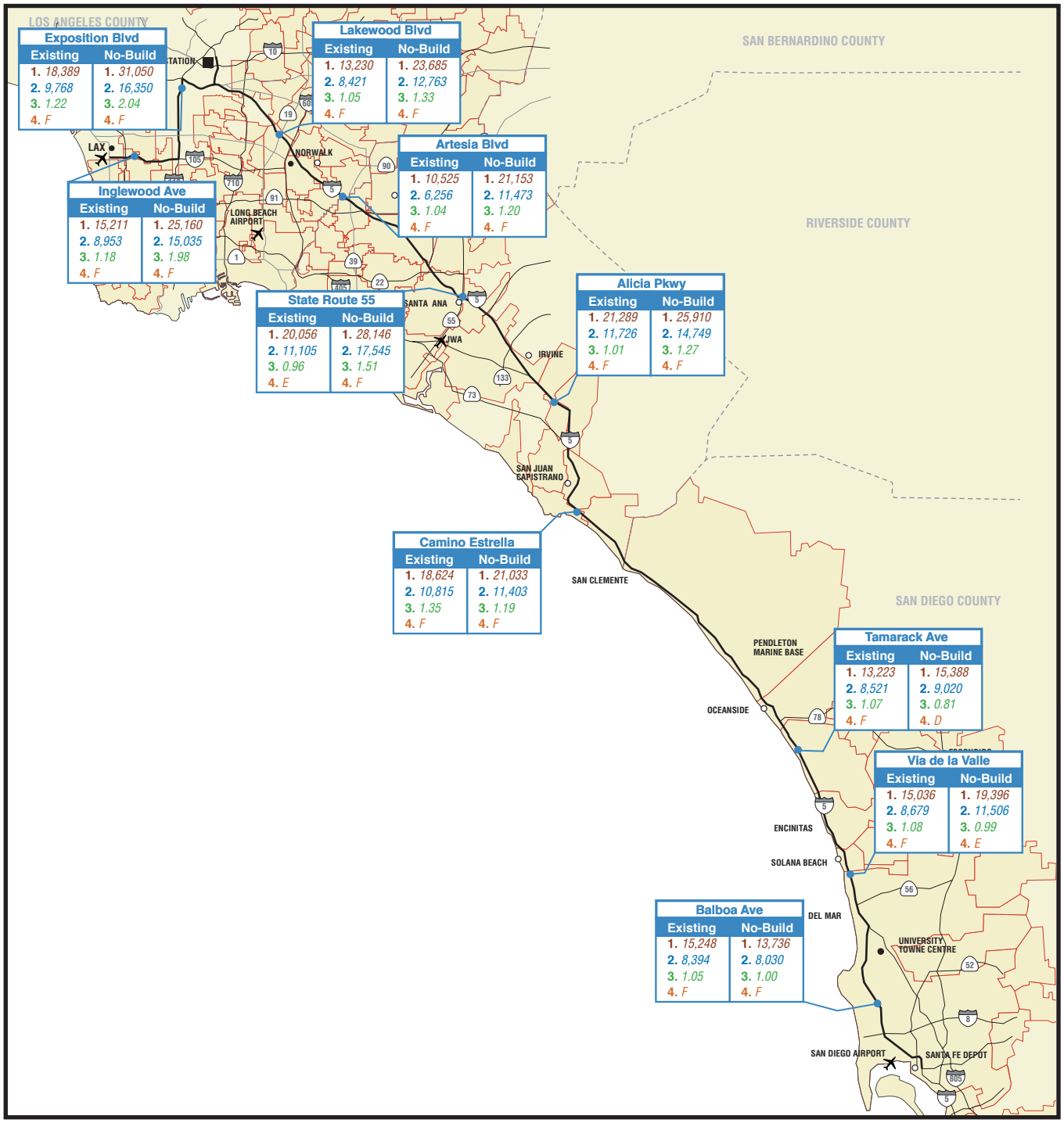
- HIGHWAY CORRIDOR
- BURLINGTON NORTHERN SANTA FE (BNSF)
- ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
- ORANGE COUNTY TRANSPORTATION AUTHORITY
- NORTH SAN DIEGO COUNTY TRANSIT DEVELOPMENT BOARD
- UNION PACIFIC (UP)

8 0 8 Miles

8 0 8 Kilometers

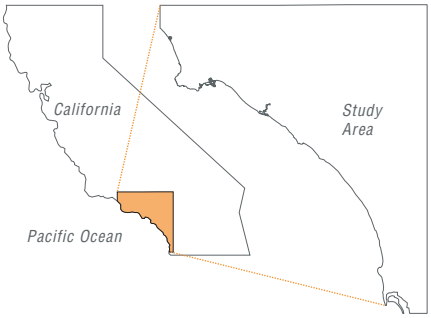
Goods Movement Impact Analysis Area

Figure 2.5-1



Baseline data provided by the Regional Metropolitan Planning Organization

May, 2003 *California High-Speed Train Program EIR/EIS*



Legend

HIGHWAY CORRIDORS

1. *TOTAL AM PEAK HOUR VOLUME*
2. *VOLUME BY AM PEAK HOUR DIRECTION*
3. *VOLUME TO CAPACITY RATIO BY AM PEAK HOUR DIRECTION*
4. *LEVEL OF SERVICE BY AM PEAK HOUR DIRECTION*

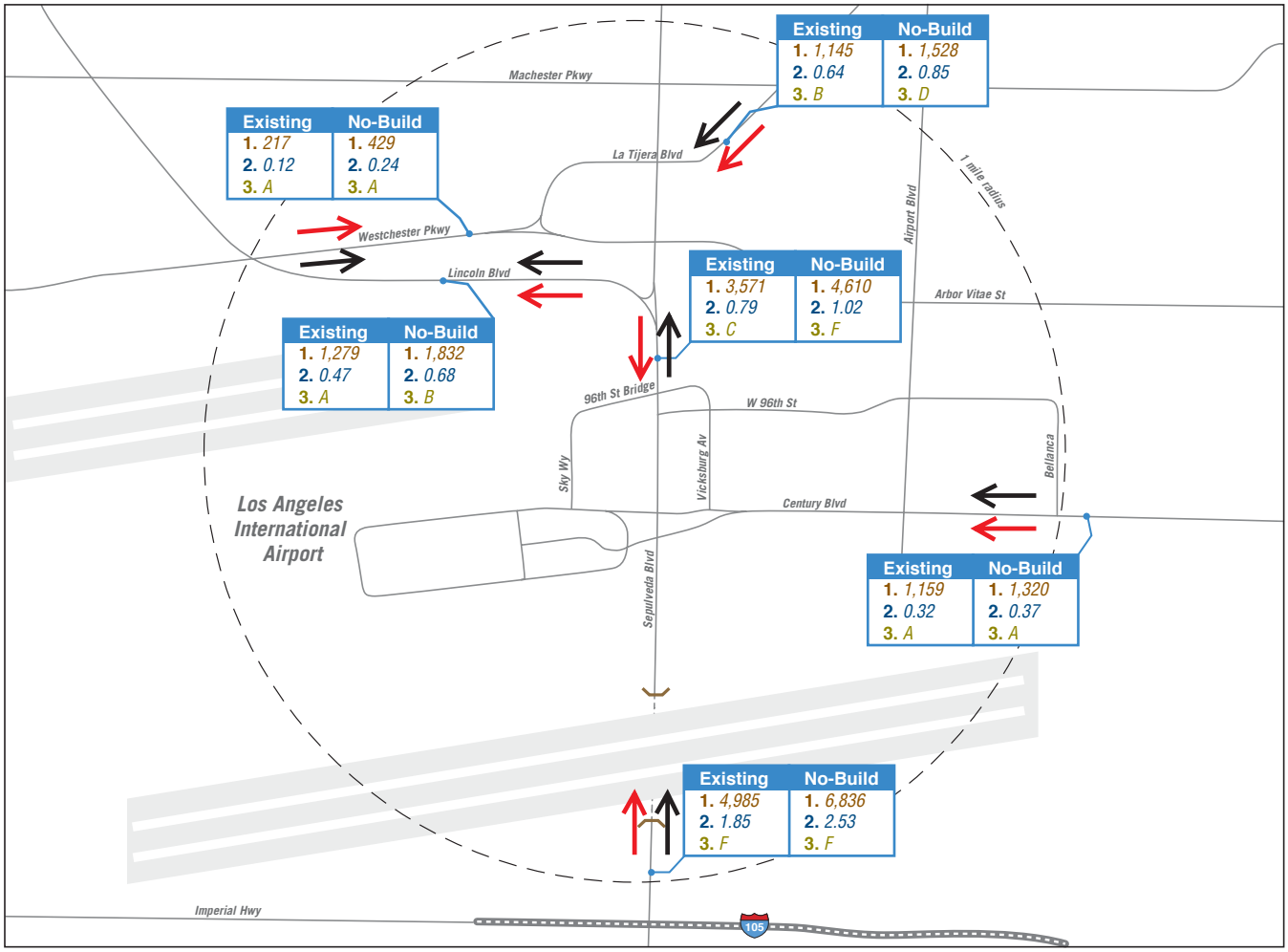
8 0 8 Miles

8 0 8 Kilometers

Year 2020 No-Project Alternative -

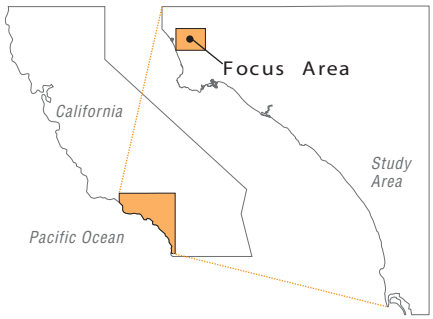
LOS ANGELES TO SAN DIEGO VIA ORANGE COUNTY

Figure 4.1-1



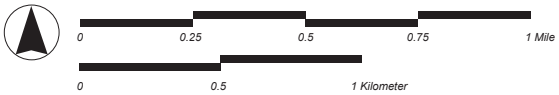
Baseline data provided by Southern California Association of Governments

May, 2003 *California High-Speed Train Program EIR/EIS*



Legend

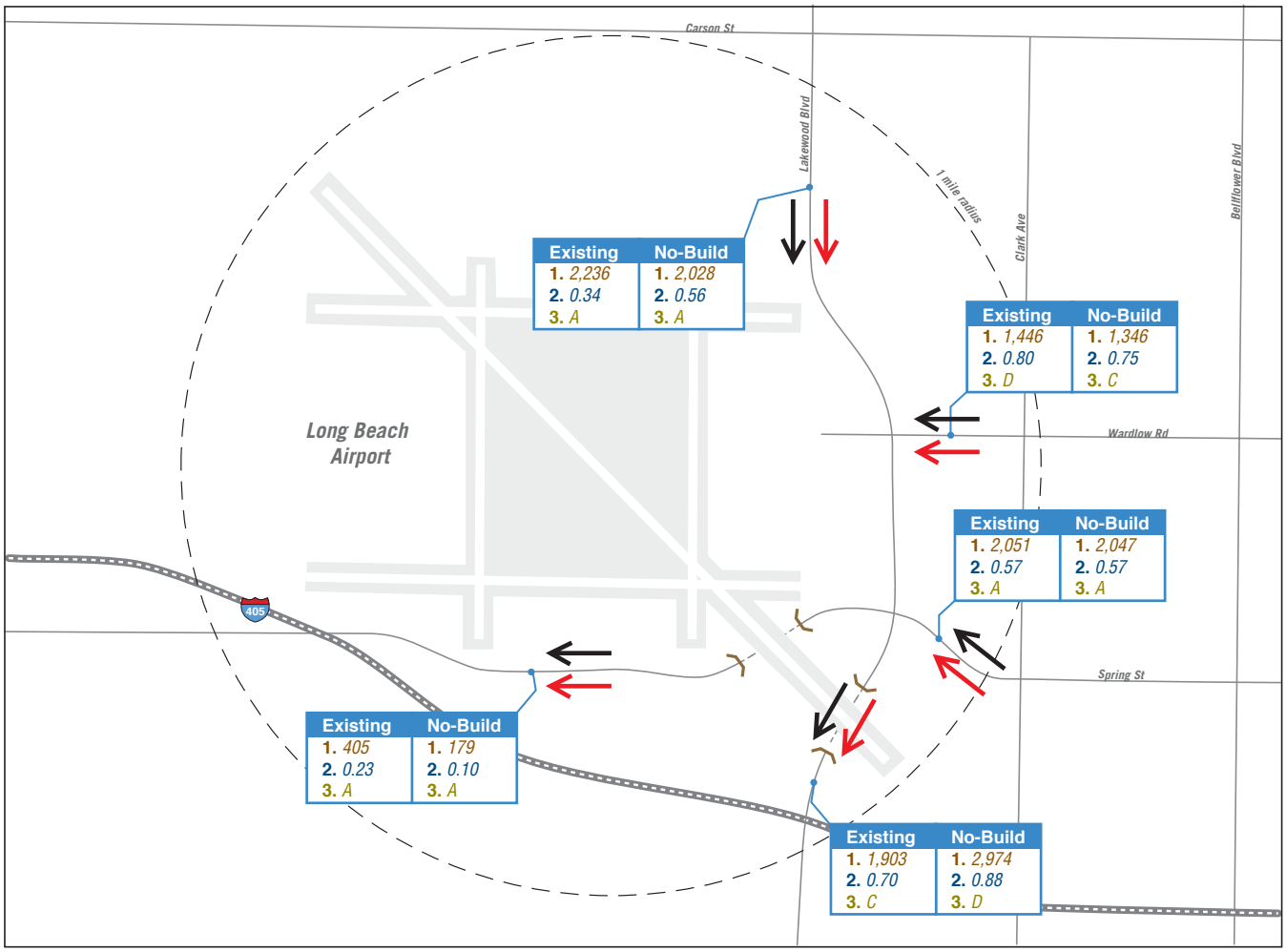
1. AM PEAK HOUR VOLUME BY DIRECTION
2. AM PEAK HOUR VOLUME TO CAPACITY RATIO BY DIRECTION
3. AM LEVEL OF SERVICE BY DIRECTION
← EXISTING PEAK TRAFFIC DIRECTION
← 2020 PEAK TRAFFIC DIRECTION



Year 2020 No-Project

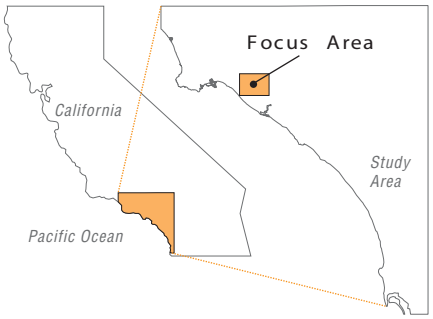
Peak Hour Automobile Trip Distribution - LOS ANGELES INTERNATIONAL AIRPORT

Figure 4.1-2



Baseline data provided by Southern California Association of Governments

May, 2003 *California High-Speed Train Program EIR/EIS*

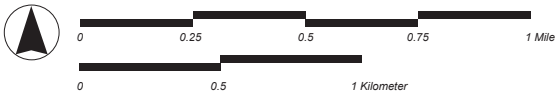


Legend

1. *AM PEAK HOUR VOLUME BY DIRECTION*
2. *AM PEAK HOUR VOLUME TO CAPACITY RATIO BY DIRECTION*
3. *AM LEVEL OF SERVICE BY DIRECTION*

← *EXISTING PEAK TRAFFIC DIRECTION*

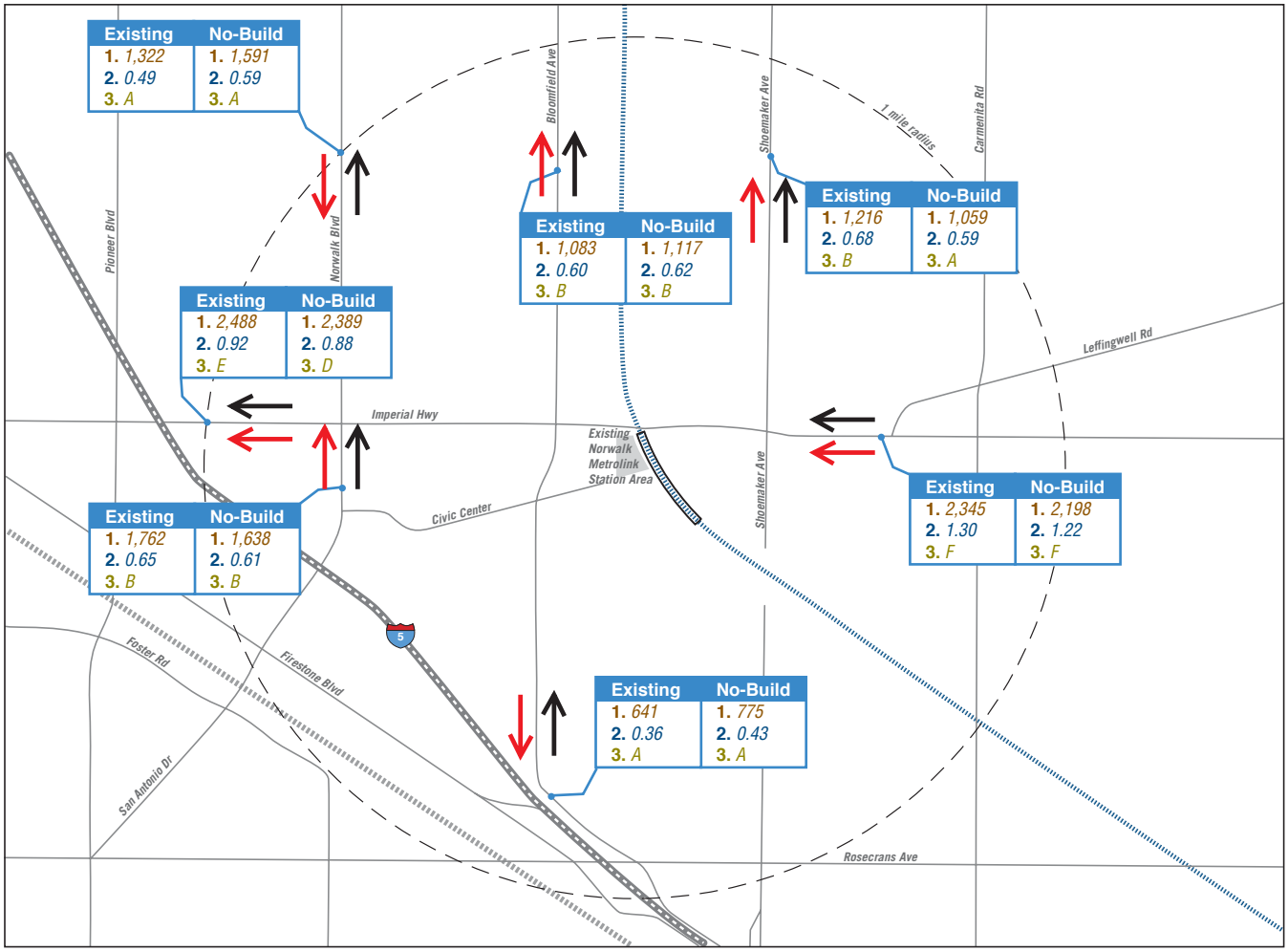
← *2020 PEAK TRAFFIC DIRECTION*



Year 2020 No-Project

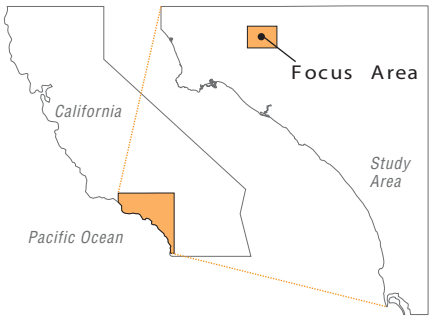
Peak Hour Automobile Trip Distribution - LONG BEACH AIRPORT

Figure 4.1-3



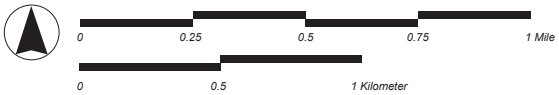
Baseline data provided by Southern California Association of Governments

May, 2003 *California High-Speed Train Program EIR/EIS*



Legend

- LOSSAN RAIL CORRIDOR
- UNION PACIFIC SANTA ANA BRANCH
- STATION PLATFORM AREA
- 1. *AM PEAK HOUR VOLUME BY DIRECTION*
- 2. *AM PEAK HOUR VOLUME TO CAPACITY RATIO BY DIRECTION*
- 3. *AM LEVEL OF SERVICE BY DIRECTION*
- *EXISTING PEAK TRAFFIC DIRECTION*
- *2020 PEAK TRAFFIC DIRECTION*



Year 2020 No-Project

Peak Hour Automobile Trip Distribution - NORWALK (LOSSAN)

Figure 4.1-4