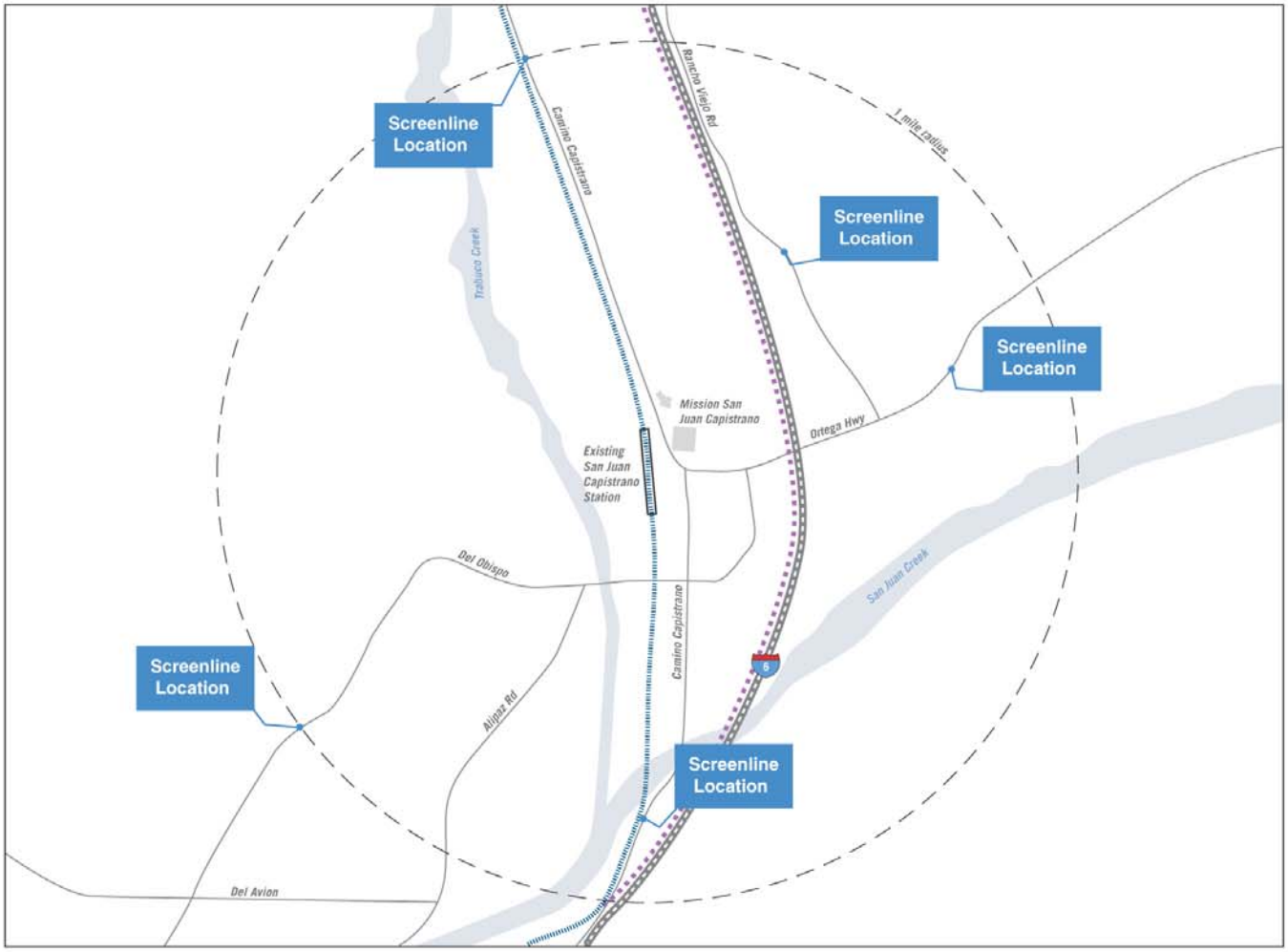


May, 2003 *California High-Speed Train Program EIR/EIS*

Legend

- LOSSAN RAIL CORRIDOR
- POTENTIAL IMPROVEMENTS
- STATION PLATFORM AREA

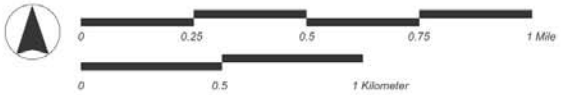
High Speed Train Station Study Area-
SAN JUAN CAPISTRANO

Figure 2.3-10

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

Legend

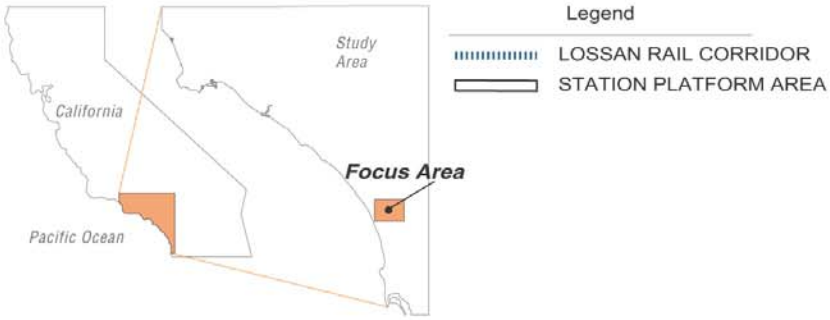
- LOSSAN RAIL CORRIDOR
- POTENTIAL IMPROVEMENTS
- STATION PLATFORM AREA



High Speed Train Station Study Area-
SAN CLEMENTE STATION OPTIONS

Figure 2.3-11

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



High Speed Train Station Study Area - OCEANSIDE

Figure 2.3-12

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

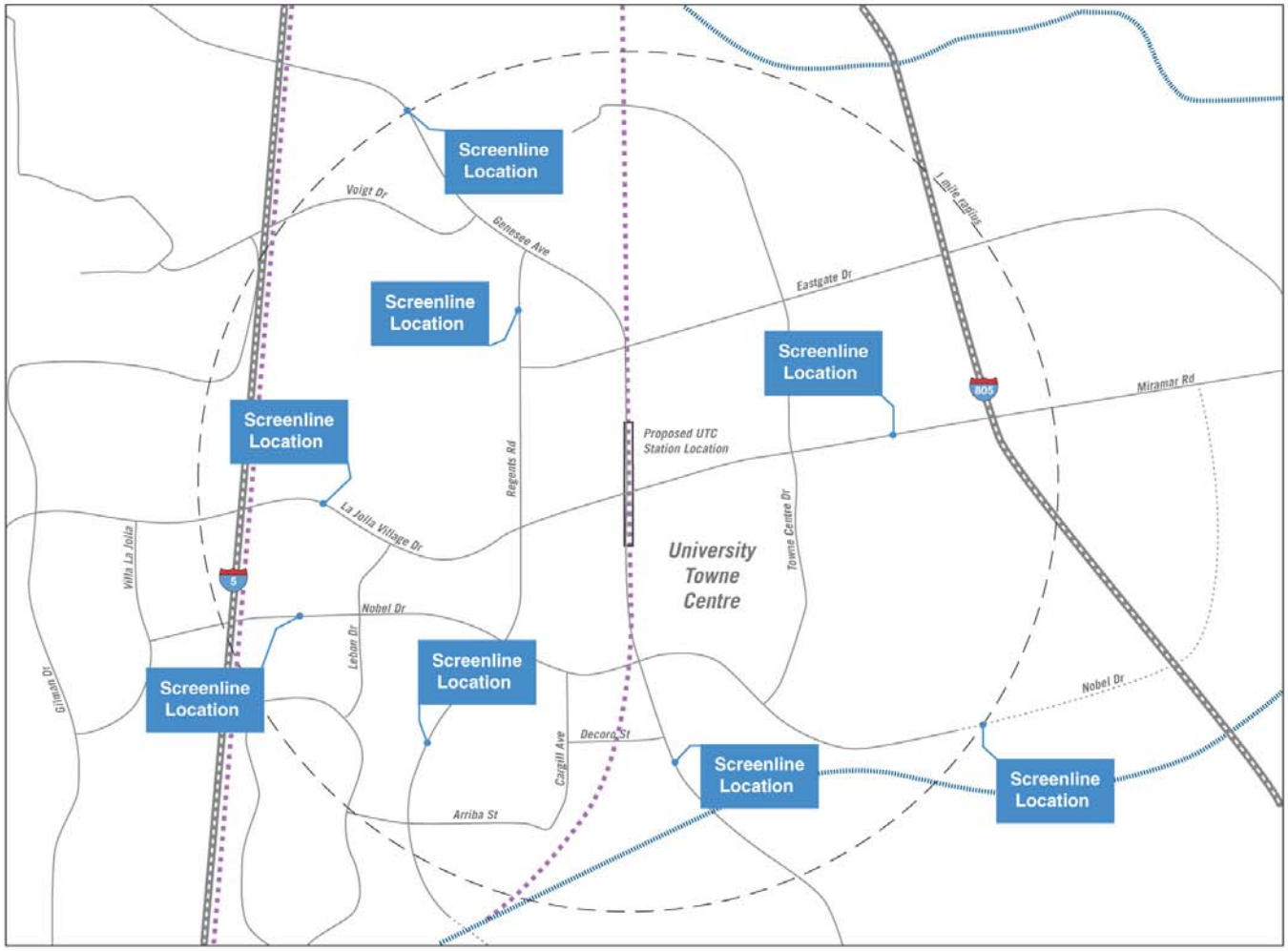
Legend

LOSSAN RAIL CORRIDOR

STATION PLATFORM AREA

High Speed Train Station Study Area - SOLANA BEACH

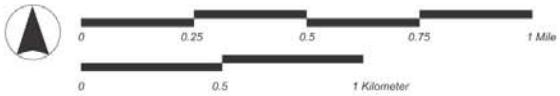
Figure 2.3-13



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

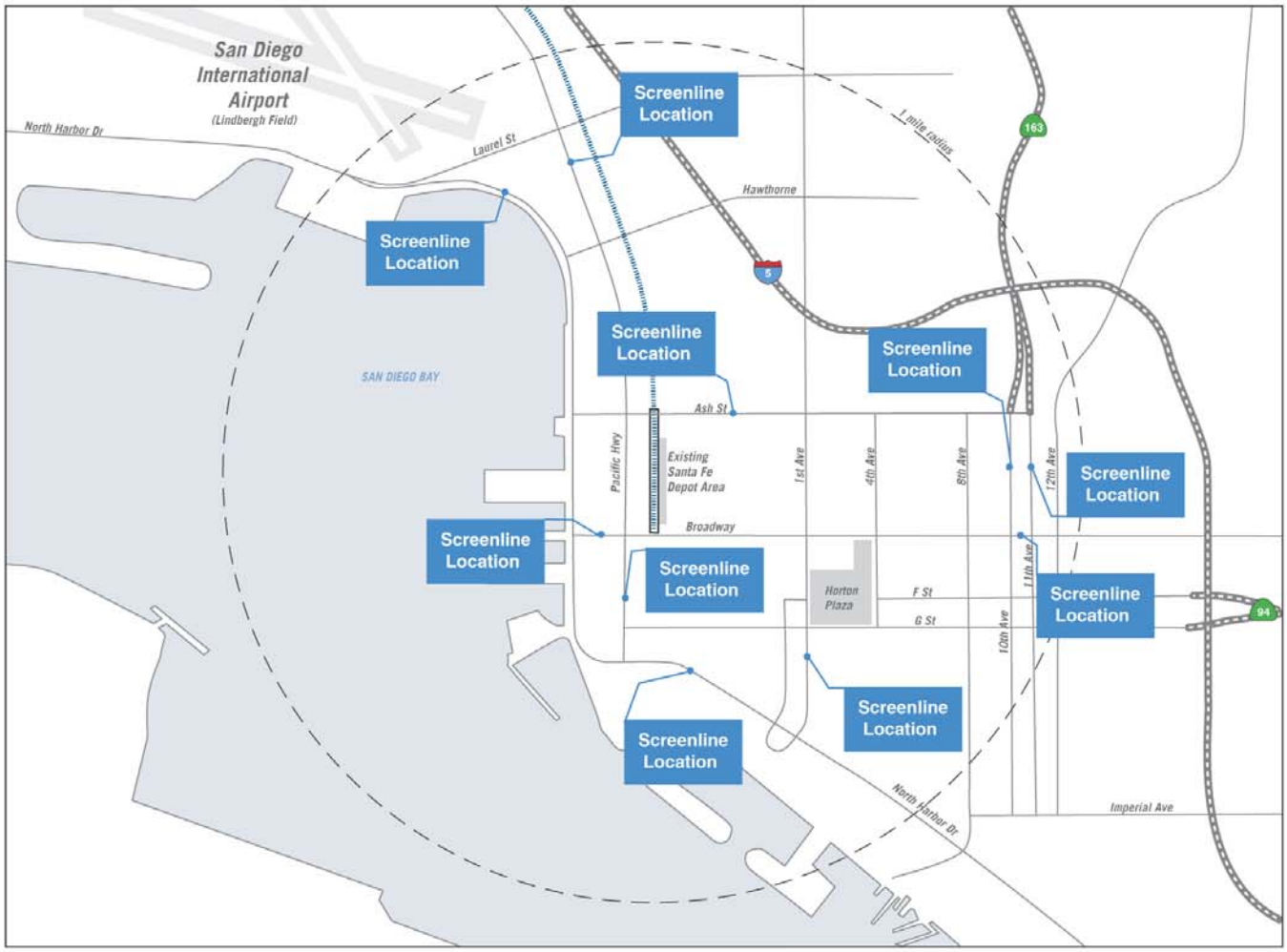
Legend

- LOSSAN RAIL CORRIDOR
- POTENTIAL IMPROVEMENTS
- STATION PLATFORM AREA



High Speed Train Station Study Area - UNIVERSITY TOWNE CENTRE

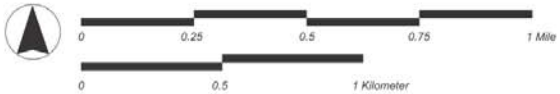
Figure 2.3-14



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

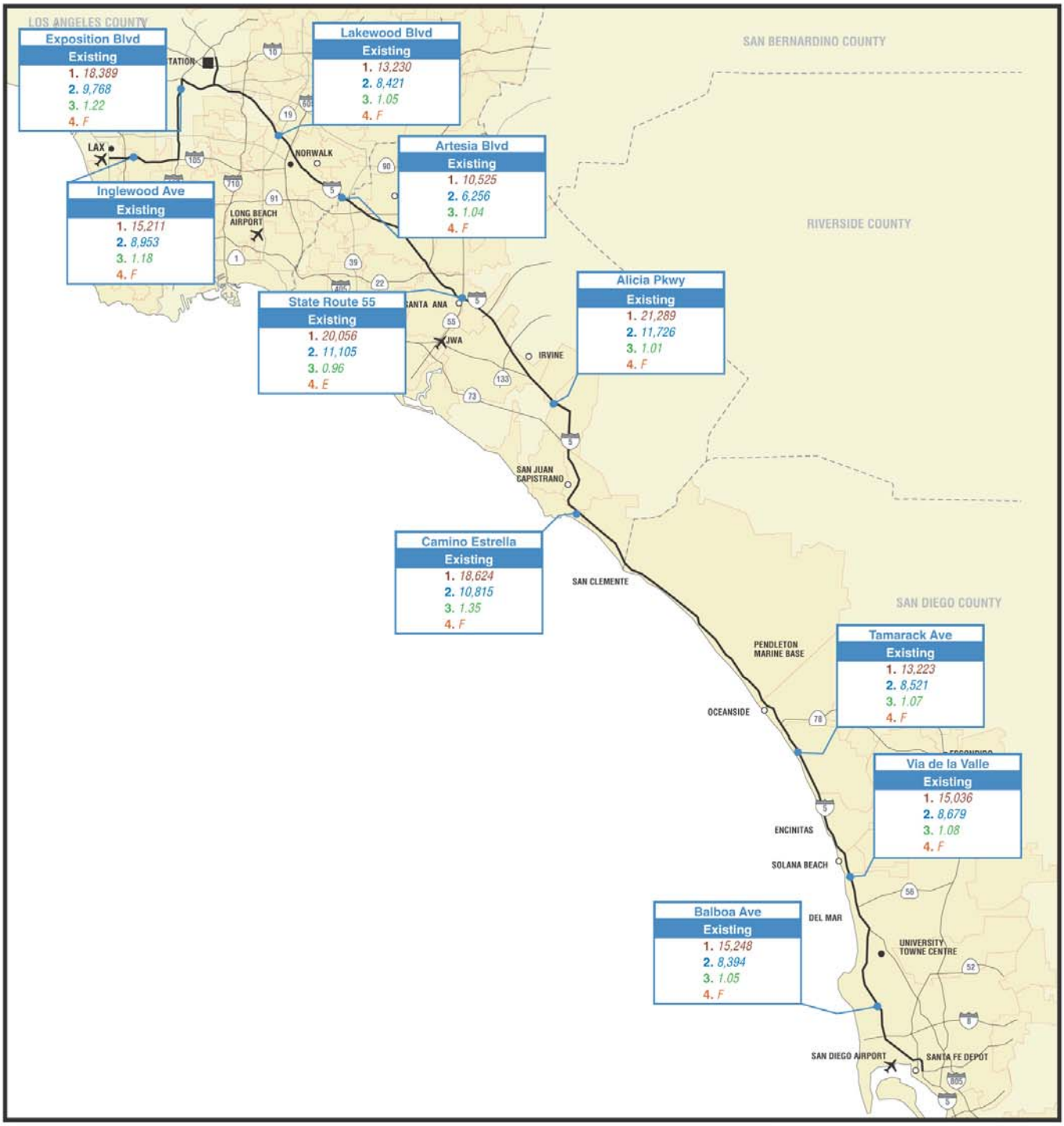
Legend

LOSSAN RAIL CORRIDOR



High Speed Train Station Study Area - SANTA FE DEPOT

Figure 2.3-15



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*

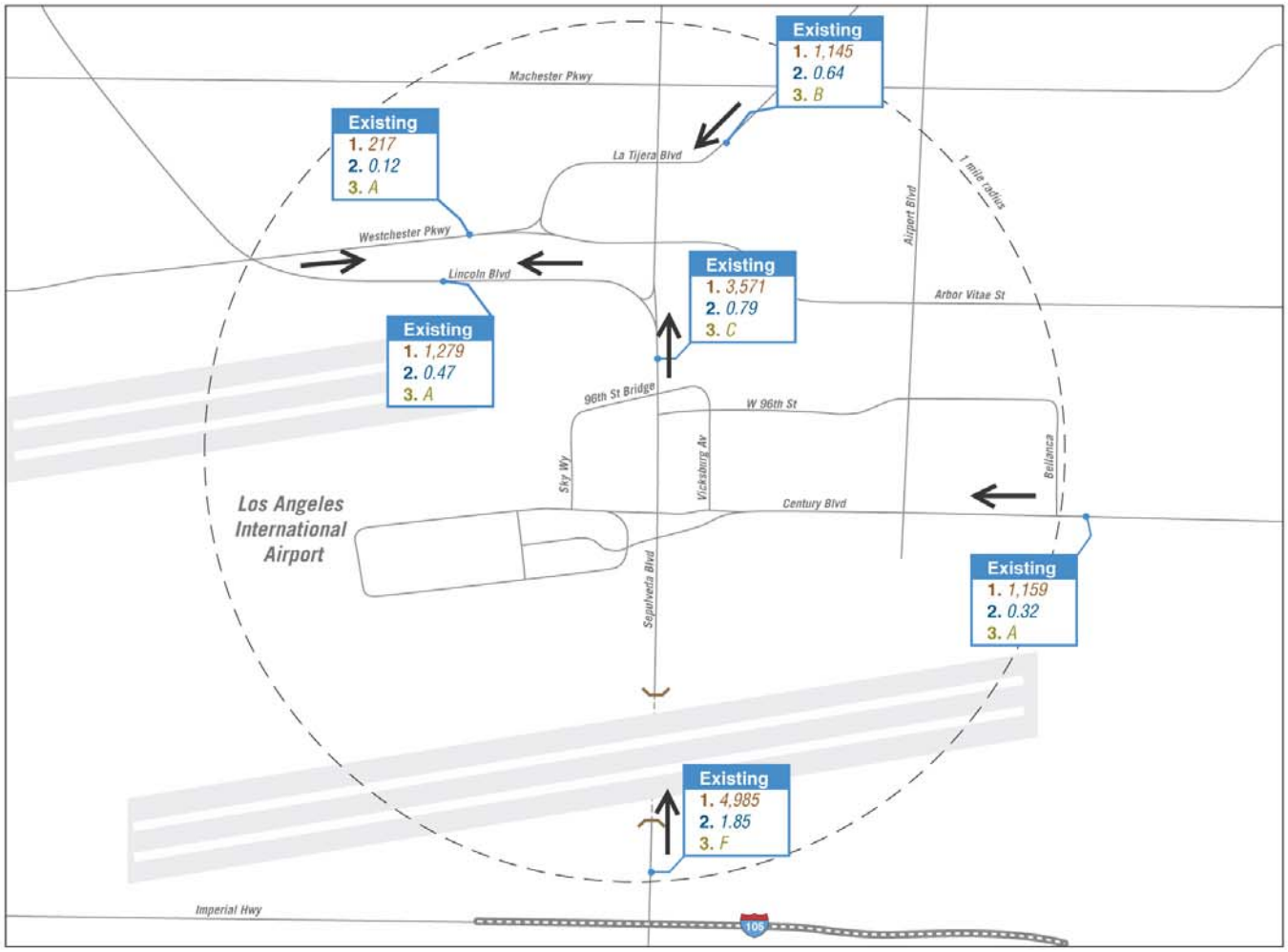
8 0 8 Miles

8 0 8 Kilometers

Existing Traffic Impacts

LOS ANGELES TO SAN DIEGO VIA ORANGE COUNTY

Figure 2.4-1



Baseline data provided by Southern California Association of Governments

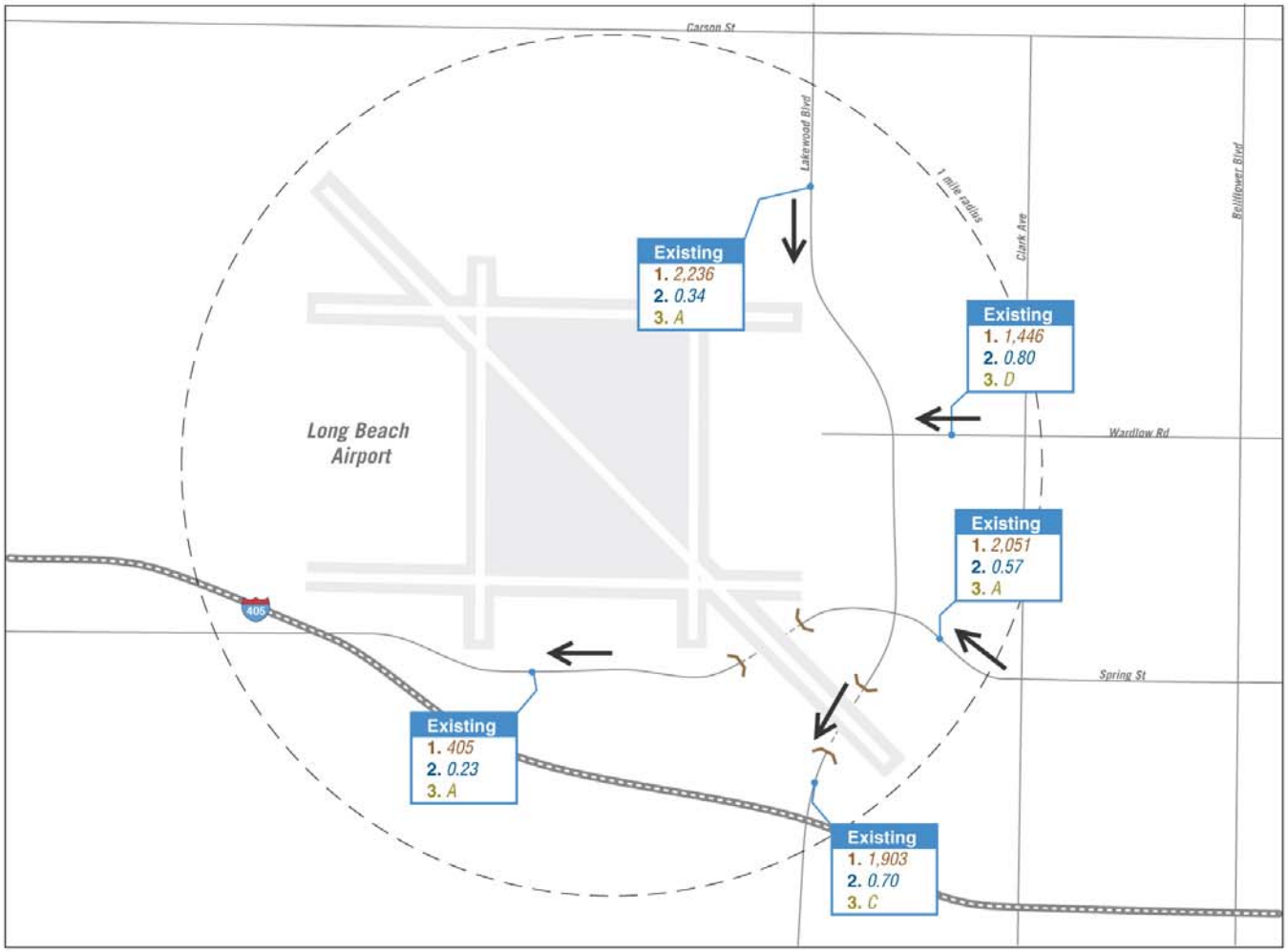
May, 2003 *California High-Speed Train Program EIR/EIS*

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

Year 1997 Existing
Peak Hour Automobile Trip Distribution -
LOS ANGELES INTERNATIONAL AIRPORT

Figure 2.4-2



Baseline data provided by Southern California Association of Governments

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

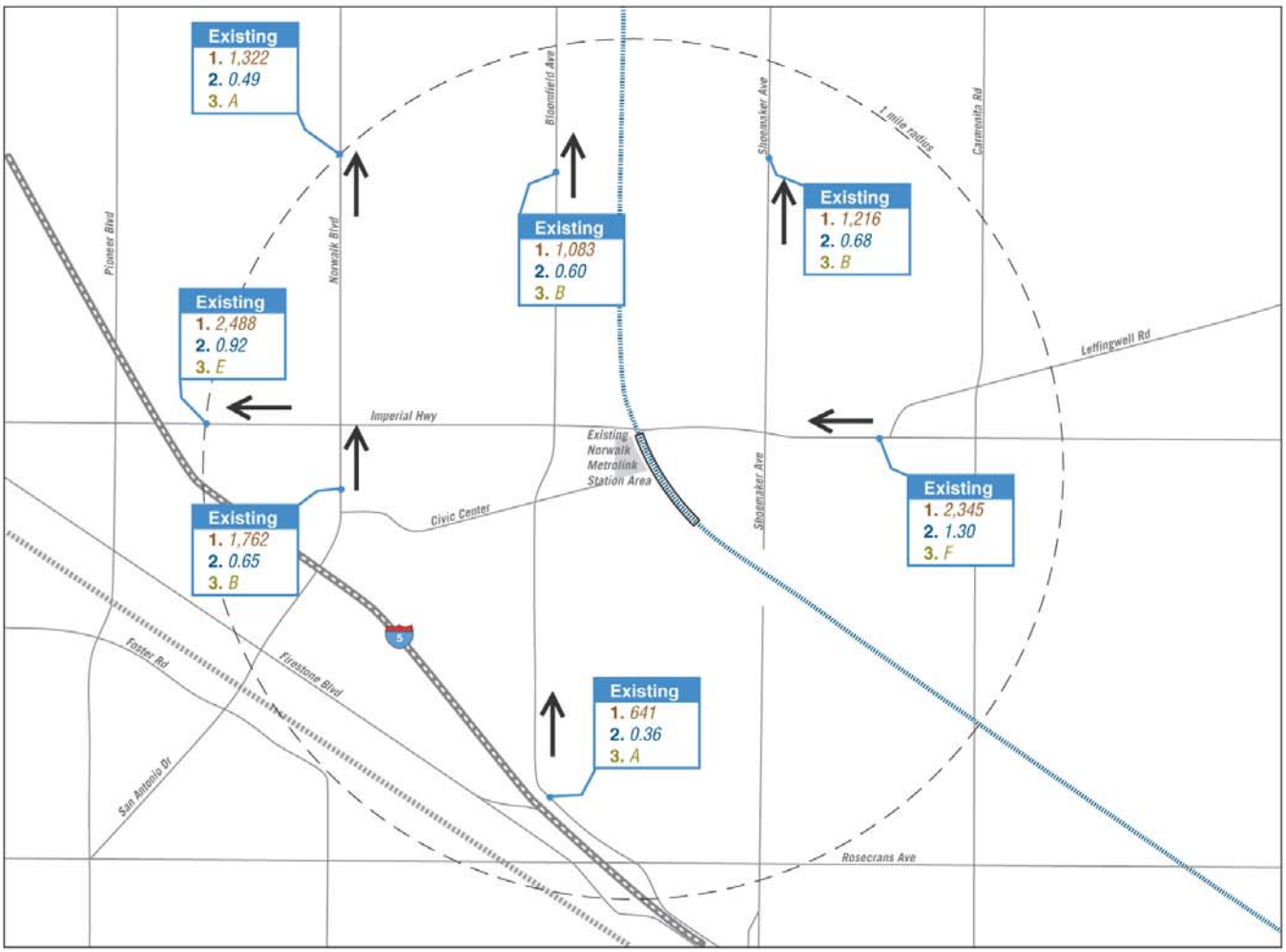
Legend

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*

Year 1997 Existing
Peak Hour Automobile Trip Distribution -
LONG BEACH AIRPORT

Figure 2.4-3

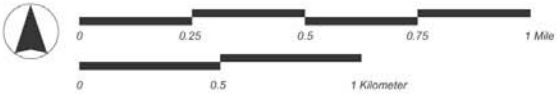


Baseline data provided by Southern California Association of Governments

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

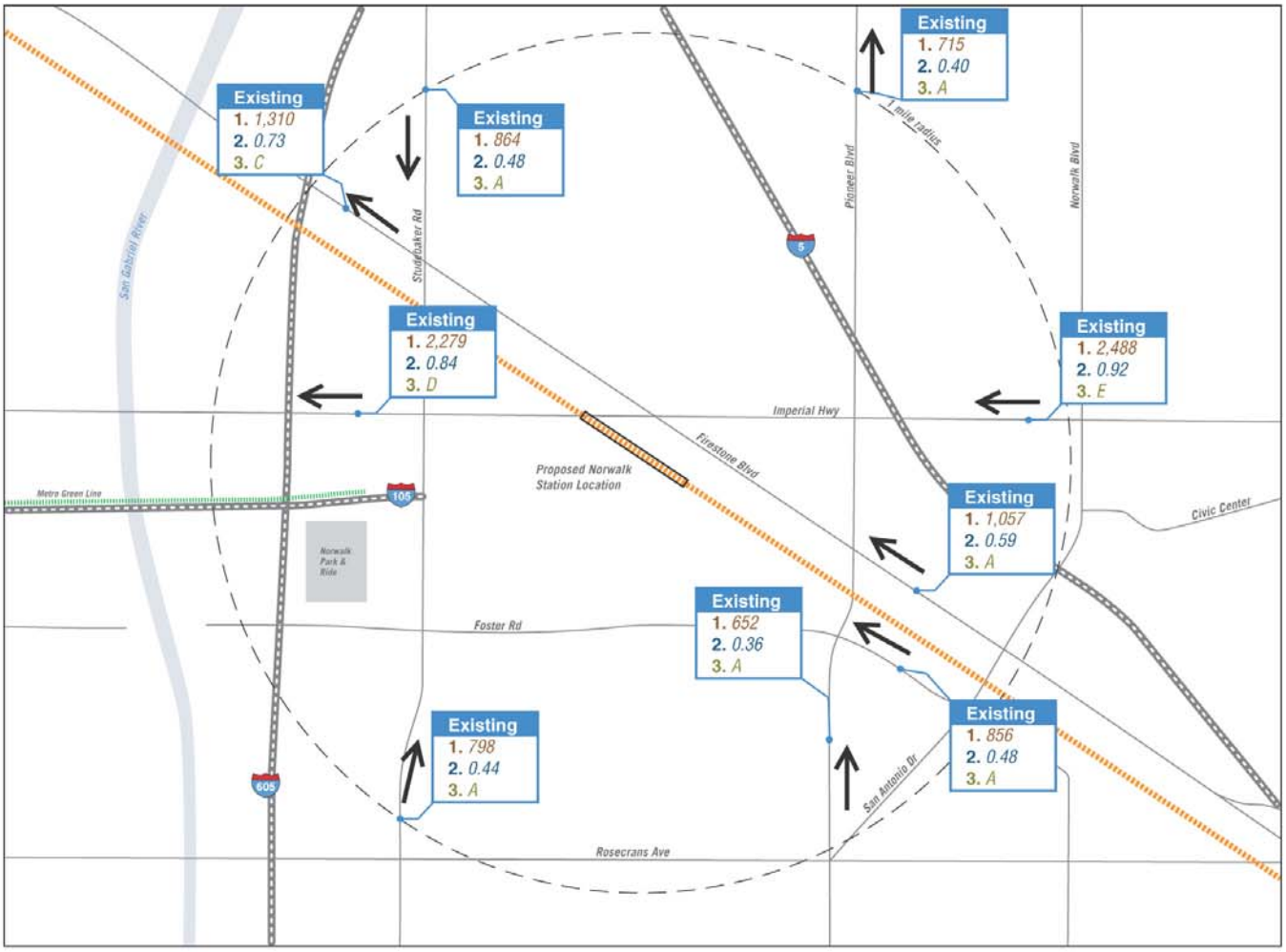
Legend

- 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*



Year 1997 Existing
Peak Hour Automobile Trip Distribution -
NORWALK (LOSSAN)

Figure 2.4-4



Baseline data provided by Southern California Association of Governments

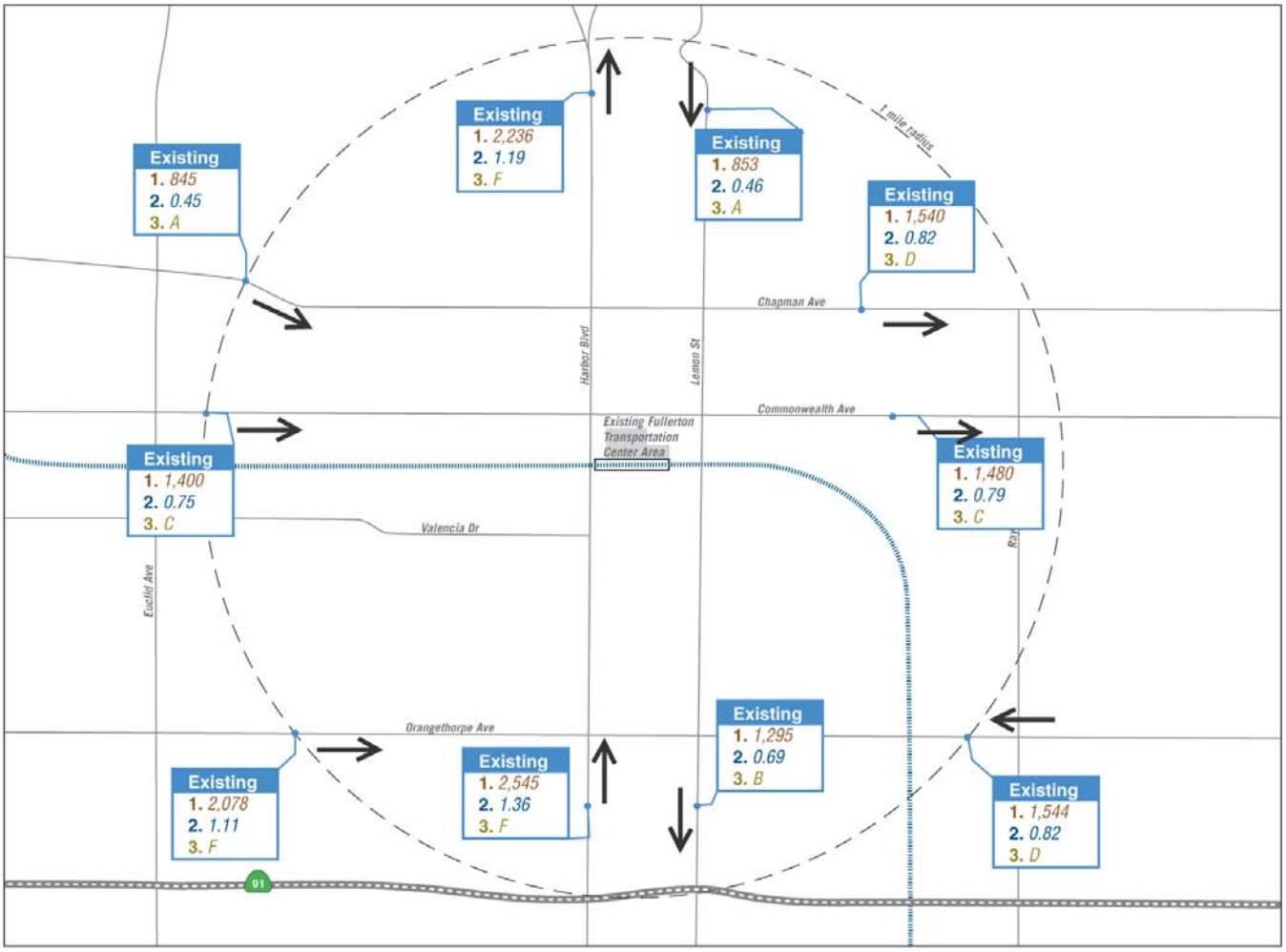
May, 2003 *California High-Speed Train Program EIR/EIS*

Legend

- DEDICATED HIGH SPEED TRAIN ALIGNMENT VIA UNION PACIFIC SANTA ANA BRANCH
- LACMTA METRO GREENLINE
- 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 1997 Existing
Peak Hour Automobile Trip Distribution - NORWALK (U.P.)

Figure 2.4-5

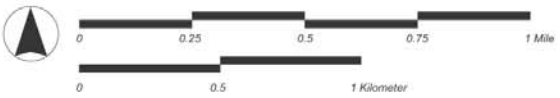


Baseline data provided by Orange County Transportation Authority

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

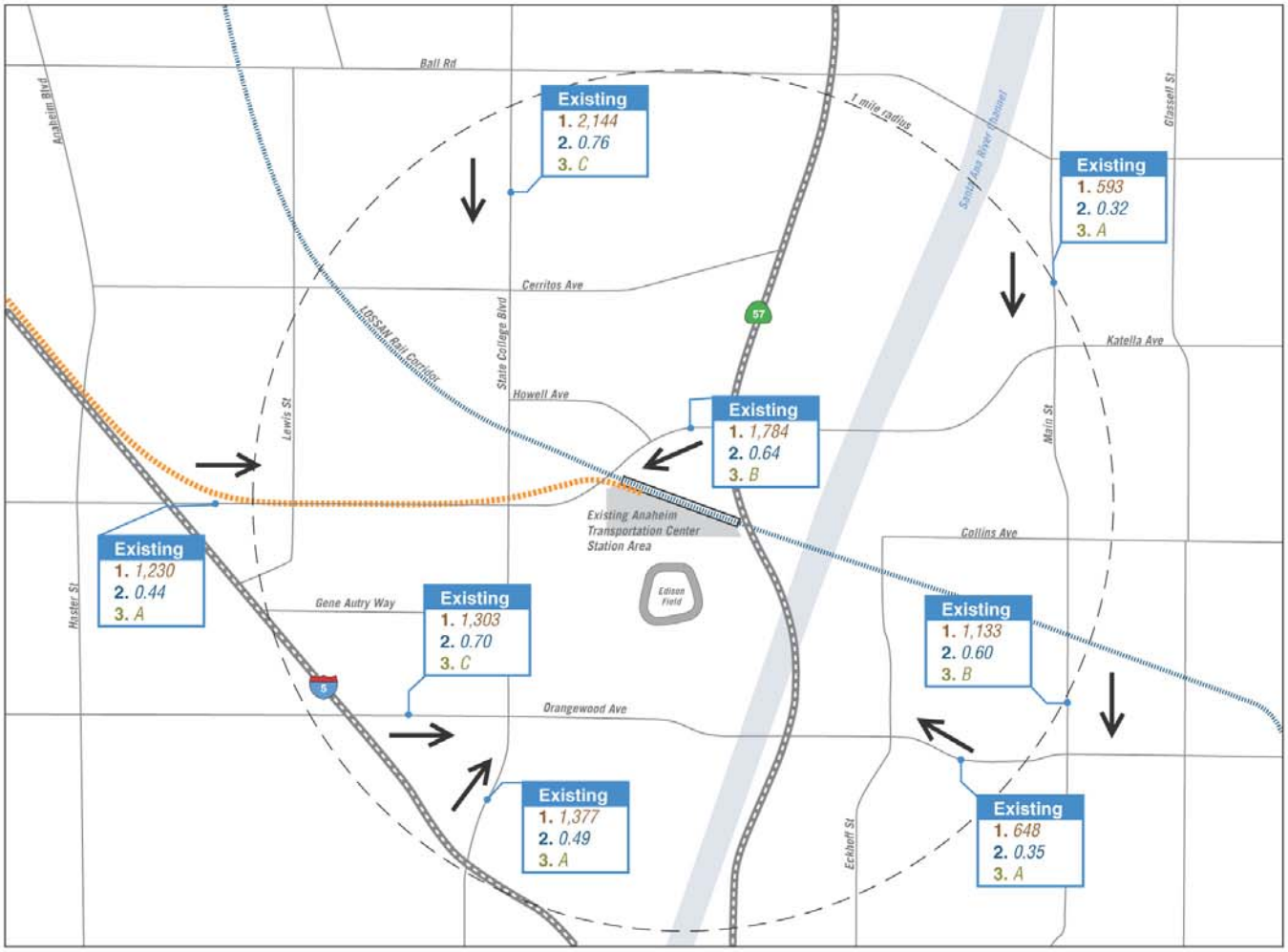
Legend

- 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 - FULLERTON

Figure 2.4-6



Baseline data provided by Orange County Transportation Authority

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

Legend

- DEDICATED HIGH SPEED TRAIN ALIGNMENT VIA UNION PACIFIC SANTA ANA BRANCH
- 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 Automobile Trip Distribution - ANAHEIM

Figure 2.4-7