PREFACE

Los Angeles County is internationally known as an automobile-oriented region. Like many metropolitan areas, the county is coping with increasing street and highway traffic. Transit, and particularly rail, is often regarded as a strategy to help reduce urban traffic congestion, especially in these times of economic downturn, rising gas prices, pollution, and growing awareness of global climate change.

It was estimated that 100,000 riders access the Metro Rail system by walking, based on the 2006 Los Angeles County Metropolitan Transportation Authority (LACMTA) On-Board Survey. The objectives of this project are to identify the potential ridership and current utilization by those who walk to the Metro Rail system in Los Angeles County using the process of “Trip Generation,” a travel demand forecasting model, and to present the results of the Trip Generation analysis in the Atlas of Potential Metro Rail Ridership to support visual planning about public transit.

The potential ridership produced and attracted to each station was estimated using Origin-Destination (O-D) flow patterns from residential and employment regions. Estimation of the number of potential riders accessing the Metro Rail system by walking involves a spatial analysis of the location of current Metro Rail stations serving populations in a reasonable access time. Service Area Zones (SAZ) then were delineated and mapped to indicate the areas that the potential riders could be served by existing stations within a ten minute walking interval. This potential ridership by walking to a Metro Rail Station was measured to be approximately one million, a figure ten times larger than the present level of Metro Rail utilization. The analysis results across stations were compiled into the Atlas of Potential Metro Rail Ridership to support both general audiences, as well as transit planning for ridership promotion, system forecasting, and service improvement in Los Angeles County.

For further information about this project, please check the featured article "Mapping Potential Metro Rail Ridership in Los Angeles County" published by Cartographic Perspectives. Number 72. 2012.
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Table

**Total integrated potential ridership of Metro Rail system in Los Angeles County**
(Transfer stations are excluded in Red / Purple lines, Blue Line, Green Line and Gold Line)

<table>
<thead>
<tr>
<th>Metro Rail Station</th>
<th>Walking Boarding</th>
<th>Residents</th>
<th>Employees</th>
<th>Trip Attractors</th>
<th>Potential (Total)</th>
<th>Under-utilization</th>
<th>Under-Utilization ratio</th>
<th>Cover Area (Sq. Mi)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transfer Stations</td>
<td>13,828</td>
<td>23,065</td>
<td>68,867</td>
<td>64,894</td>
<td>156,826</td>
<td>142,998</td>
<td>156,826</td>
<td>1.24</td>
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<tr>
<td>Red / Purple Lines</td>
<td>43,613</td>
<td>124,218</td>
<td>131,936</td>
<td>169,280</td>
<td>425,434</td>
<td>381,821</td>
<td>425,434</td>
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<tr>
<td>Blue Line</td>
<td>23,800</td>
<td>83,158</td>
<td>59,382</td>
<td>65,633</td>
<td>208,173</td>
<td>184,373</td>
<td>208,173</td>
<td>5.94</td>
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<tr>
<td>Green Line</td>
<td>10,814</td>
<td>26,173</td>
<td>15,227</td>
<td>13,527</td>
<td>54,927</td>
<td>44,113</td>
<td>13,527</td>
<td>2.88</td>
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<tr>
<td>Gold Line</td>
<td>11,400</td>
<td>73,733</td>
<td>63,795</td>
<td>86,998</td>
<td>224,526</td>
<td>213,126</td>
<td>86,998</td>
<td>6.17</td>
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<tr>
<td>Total</td>
<td>103,455</td>
<td>330,347</td>
<td>339,207</td>
<td>400,332</td>
<td>1,069,886</td>
<td>966,431</td>
<td>1,069,886</td>
<td>20.91</td>
</tr>
</tbody>
</table>
1. Downtown Los Angeles
2. West Section of the Metro Red / Purple Lines
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6. Central Section of the Metro Blue / Green Lines
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12. North Section of the Metro Gold Line
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14. Downtown and East L.A. Section of the Metro Gold Line
15. East L.A. Section of the Metro Gold Line
Potential Metro Rail Ridership in Los Angeles County

Downtown and East Los Angeles Section of the Gold Line

Legend:
- Commuter Rail Station
- Metro Rail Station
- Transfers Station
- Red Line
- Purple Line
- Gold Line
- Metro Liner
- Silver Line
- Land Use:
  - Institutional Use
  - Transportation
  - Governmental Land Parks/Agriculture
  - Water
  - Others

- 10-Minute Service Area Zone (NSO) of Walking
- Total Potential Ridership
  - Residents
  - Employees
  - Attractions
  - Underutilization Ratio

- Little Tokyo: 15,002 (98%)
- Chinatown: 358 (77%)
- Union Station: 10,091 (96%)
- Mariachi Plaza: 379 (95%)
- Soto: 865 (95%)

Location:
- Main Stations: Union Station, Mariachi Plaza
- Other Stations: Chinatown, Little Tokyo, Soto