



Board Report

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Agenda Number: 37.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE JUNE 15, 2023

SUBJECT: C LINE AND K LINE OPERATING PLAN UPDATE

ACTION: APPROVE OPERATING PLAN RECOMMENDATION FOR C AND K LINES

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to implement a new recommended Option 2 (C2 Alternative) for the C and K Line Operating Plan based on public outreach and technical background informing the recommendation on Motion 28.1 - Crenshaw/LAX - Green Line Operating Plan.. (Attachment A)

ISSUE

In December 2018, the Metro Board adopted Motion 28.1 by Directors Hahn, Butts, Solis, Najarian, Fasana, and Garcia setting an initial one-year pilot operating plan for the K Line (Crenshaw/LAX) new light rail link (See Attachment A). The current inability to connect the C and K Lines due to Airport Metro Connector (AMC) station construction, there is no longer an opportunity to pilot Alternative C-3 (Norwalk - Crenshaw/Expo and Willowbrook/Rosa Parks - Redondo Beach) for 1 year, evaluate the performance, and recommend any changes prior to the AMC opening.

In addition, other factors include planned transit connections at the new AMC station, improvements to C Line connecting bus service through the NextGen Bus Plan, the ongoing operator shortage, and planning for future extensions of the C and K Lines warrant a review of the Crenshaw/LAX operating plan. As a result, in April 2022, the Metro Board of Directors authorized staff to review the Crenshaw/LAX operating plan, conduct necessary public outreach, and report back to Board with findings and a recommendation to maintain or change the Operating Plan.

BACKGROUND

Crenshaw/LAX Rail Project:

The Crenshaw/LAX Rail (CLAX) Project is an 8.5-mile extension of C Line (Green) light rail from Aviation/Imperial to the Exposition Line at Exposition/Crenshaw, with eight new stations. An associated project, the AMC Station, will add a ninth station to provide a direct connection to the new Los Angeles World Airports (LAWA) People Mover train system.

The C-3 pilot operating plan that was approved for the new Crenshaw/LAX line as outlined below would have provided a one-year pilot of two service patterns with double service along the I-105

corridor:

- New CLAX east/west service between Norwalk and Crenshaw/Expo Stations via Aviation/LAX C Line station
- C Line (Green) east/west service between Willowbrook/Rosa Parks and Aviation/LAX, continuing south to serve Redondo Beach Stations

There were four key factors that pointed to the need to revisit the original C & K Line Operating Plan decision from 2018.

1. Project Sequencing:

At the time Motion 28.1 was adopted, it was expected that the full K (Crenshaw/LAX) Line would open for revenue service in October 2019, around three years ahead of the construction beginning on the Airport Metro Connector (AMC) Station. This would have allowed ample time to test the pilot operating plan for a year, review results, and report back to the Board regarding ridership and travel patterns to determine whether operating plan changes were warranted.

However, the K Line did not begin revenue service until October 2022. At the same time, AMC Station construction had already broken ground, meaning the Crenshaw/LAX line opening would have to occur in multiple phases:

Phase 1: October 2022: Westchester/Veterans - Expo/Crenshaw (7 stations), with a bus bridge Westchester/Veterans Station - Aviation/LAX Station on the C Line (Green)

Phase 2: Late 2023: Full Crenshaw/LAX line open through Airport Metro Connector Station, though that station will not be completed for passenger service

Phase 3: Late 2024: Airport Metro Connector station to open for passenger service

Board Motion 28.1 established a one-year trial of the C-3 operating plan and directed staff to review the operating plan prior to completion of AMC Station construction. However, while a pilot consistent with the original Board motion could begin in Phase 2 as described above, this would provide only a 14-month period before the AMC Station opens to passengers. This leaves no time to evaluate the performance of a 12-month pilot of the C-3 option or to consider any adjustments for permanent, ongoing operations before AMC Station opens.

Metro AMC station Project team continues to coordinate closely with LAWA People Mover Train project to determine an appropriate implementation schedule for each project. The C & K Line Operating Plan implementation will be coordinated with these two projects.

2. Regional Travel and the NextGen Bus Plan

The K (Crenshaw/LAX) Line helps build a network both for the Metro rail system and as part of an overall regional transit network that includes Metro buses and municipal bus lines. The region served by the C Line (Green) segment between Norwalk Station and Aviation/LAX Station shows a wide distribution of travel patterns to locations north and south of this segment of the C Line (Green). These areas are served by many of Metro's highest ridership transit lines proceeding north and south of this rail line (see Attachment C).

By December 2021, much of the NextGen Bus Plan was implemented, providing fast, frequent north-south bus connections. This includes connections between the C Line (Green) and many key north-south transit lines serving many Equity Focus Communities throughout South and Southeast LA, where transit service is key to community mobility. These include key corridors such as Long Beach Bl, Central Av, Avalon Bl, Vermont Av, Western Av, Crenshaw Bl, and Hawthorne Bl, Metro's A Line (Blue) light rail service, and J Line (Silver) BRT service, which also provide key north-south connections from the C Line (Green). Municipal agencies such as Long Beach Transit complete the regional connections from the C Line (Green). The regional bus and rail network provides key links from the C Line (Green) to downtown LA, USC, and Mid-City areas matched to key travel patterns (See Attachment C). Options 1, 2, and 3 (Alternatives C-1, C-2, and C-3) for the Crenshaw/LAX Operating plan all serve the existing C Line segment between Norwalk and Aviation/LAX Stations, maintaining the well-utilized connections to north-south transit lines at the ten stations along this segment.

The LAX area is a key regional destination. Both Options 1 and 2 provide direct access to AMC for LAX access from all three directions (all stations) of the C and K Lines. Option 3 provides a direct link to the AMC from the Crenshaw and Norwalk segments, but does not provide a direct link to the AMC from the Redondo Beach segment (4 stations). The AMC will also act as the regional transit hub for the area, consolidating the services currently serving the LAX City Bus center and Aviation/LAX Transit Center. The AMC will provide connections from both the C and K light rail lines to a range of Metro and municipal bus lines, including lines such as the Rapid 3 provided by Big Blue Bus via Lincoln Bl to Santa Monica and Culver City Bus Rapid 6 via Sepulveda Bl to Culver City. Bus speed improvement measures are also being planned or have already been implemented for Lincoln Bl and Sepulveda Rapid buses and other key bus corridors connecting with light rail at the AMC. Examples of such measures include bus lane extensions on Lincoln Bl and transit signal priority on Sepulveda Bl at Culver City. These two services can be connected two seamlessly using the EZ transit pass.

Travel patterns for the South Bay areas along the Redondo Beach segment of the C Line (Green), as shown in Figure 4 in Attachment C, are aligned largely north-south to the LAX region and areas north and west.

3. Operational Resource Requirements:

The three main options considered have a range of resource requirements and operating costs based on the 8-minute peak and 10-minute off peak service frequencies planned for the Metro light rail network when this plan will be implemented in 2024.

| Option (2018 Alternative) | Railcar Fleets | Annual Operating Cost (\$ Million) |
|---------------------------|----------------|------------------------------------|
| 1 (C-1) | 46 | \$99.5 |
| 2 (C-2) | 46 | \$102.9 |
| 3 (C-3) | 50 | \$113.2 |

Option 1 and 2 have an overlap of 1.3 miles for the two rail services between Aviation/LAX and AMC

stations. The Option 3 has a much larger overlap of 8.3 miles for the two rail services along the I-105 corridor between Willowbrook/Rosa Parks and Aviation/LAX Stations, requiring more rail cars and resulting in a higher annual operating cost. Modelling of ridership potential showed a less than 3% difference in ridership between the Options 1, 2, and 3 (C-1, C-2, and C-3 alternatives), with Option 3 showing the highest ridership as it has the most service operated with two lines operating over the existing C Line between Aviation/LAX Station and Willowbrook/Rosa Parks Station.

Rail operators are recruited from bus operator ranks. Operator hiring needs are significant at this time, particularly given the “Great Resignation” and changes in the labor supply after the pandemic, and may remain so for some time based on hiring progress to date. The needs of this rail project will take from bus operator ranks, leaving fewer operators available for bus service. This issue is most significant for Option 3 as it requires the larger amount of trains and operators.

4. Future C and K Rail Corridors:

Two Measure M rail extension projects related to the K Line and C Line are in the planning phase:

- 1) C Line Extension to Torrance: providing greater access to the South Bay by extending the C Line 4.5 miles south from Redondo Beach to the Torrance Transit Center. The Draft EIR was released in early 2023 with an estimated project opening for revenue service in 2030-2033.
- 2) Crenshaw Northern Extension: Extends the K Line north from Expo/Crenshaw Station to the D (Purple) Line in mid-Wilshire and the B (Red) Line in Hollywood. Three alignments are under study as part of the Draft EIR, which is being prepared to make the project “shovel ready” should funding become available to accelerate the project in advance of its Measure M timeline of 2047-2049.

The opportunity exists to eventually create a north-south rail alignment extending from Torrance to West Hollywood, as an adaptation of Option 2 (C-2 alternative).

The extension of platforms to accommodate three car trains at four existing C Line stations (Redondo Beach, Douglas, Mariposa, and Aviation/LAX) can be addressed in anticipation of the above two planned rail network expansion projects. This will ensure network capacity is maximized for future needs. Two car trains are expected to meet the ridership levels for the C and K Line prior to these projects opening.

Network Simplicity, Operating Resources/Costs/Impacts, Frequency, and Connections:

Concerns around having a direct connection to the E Line at Expo/Crenshaw often is mentioned by riders, since each option only has one proposed line having a direct connection with the E Line. Having more overlap between lines not only adds costs, but also adds complexity for riders navigating the system needing to understand the operation of multiple lines at their station. To extend both the C and K Lines to Expo/Crenshaw would require 55 rail cars (+12 over Option 2) and an annual operating cost of \$125 million (+\$25 million). This scenario would also result in combined 4-minute service on the K Line, with gate down times likely to reach up to 60% of the time. This would require no more than a combined 5-minute peak service (10 minutes on each line) to keep gate times reasonable. These frequencies would also not match the E Line 8-minute planned frequency. In the absence of both lines extending to the E Line, schedules between the two lines can be coordinated

for a very convenient 3-minute transfer all times of day at AMC Station for passengers transferring between trains there in each direction. Each line could then operate the 8-minute peak, 10-minute off-peak frequency consistent with the rest of the light rail network.

DISCUSSION

Since the Board adoption of Motion 28.1, circumstances have changed, making it timely for a review of the original decision. The review begins with a discussion of four key factors that have changed since the original Board decision in 2018. Following this discussion, the results of new public outreach conducted to inform the Board on this operating plan decision are shared. Outreach focused on the C-3 alternative selected in Motion 28.1, and the other two options (the C-1 and C-2 alternatives) that received final consideration in 2018. These three options are referred to as Options 1, 2, and 3, and each shown in Attachment B.

Public Outreach

As directed by the Metro Board, Metro staff conducted significant public outreach in March and April 2023 to provide robust public input in support of an updated C and K Lines operating plan recommendation. Outreach was conducted after five months of operation of the new K Line.

The primary method of gathering input was through an on-line survey instrument (see Attachment D) which presented the three Options and asked respondents to select their preferred option. The survey was promoted as follows:

- Email with survey link sent to 120,609 registered TAP card holders (prize of 30 day TAP card offered) which included a link to sign up to participate in on-line focus groups. (See Attachment D)
- Postings on Metro's social media channels such as The Source, El Pasajero, Facebook, and Twitter (See Attachment E)
- Signs placed at the entrance to all 14 C Line and 7 K Line stations with details including QR code link to the survey.
- Metro Ambassadors and Blue Shirts staff distributing flyers for the survey and community meetings at stations and onboard C and K Line trains. (See Attachment F)
- Presentations at the following Metro Regional Service Council Meetings: Westside Central (March 8, 2023), Gateway Cities (March 9, 2023) and South Bay Cities (March 10, 2023).
- Presentations to Gateway Cities Council of Government Transportation Committee and Board of Directors Meetings (March 1) and City Managers Meeting (March 9).
- Presentation to South Bay Cities Council of Government.
- Presentation to Airport Metro Connector Community Meeting (March 23)
- Presentation to CLAX Community Meeting (March 29)
- In-person and virtual community meetings at Norwalk City Hall (April 24), in Redondo Beach (April 26), at Earvin Magic Johnson Recreation Center in South LA (April 29), and a virtual meeting (May 2).
- Two virtual focus groups (April 25, April 29).

The full results of the 20-question survey are provided in Attachment G. The survey presented the three options and asked respondents how they expected each option would impact their travel:

- 5,759 people responded about their use of Metro, with 93.4% having used Metro at least once in the last year, 76.9% used Metro in the last month, and 59% used Metro in the last week. Of those who used Metro in the last week, 42.4% used Metro 5+ times in the last week.
- 5,380 people responded to a question about whether they knew about the Airport Metro Connector project; 73.8% were aware of it. Of those 5,380, 55.6% were very likely and 28.3% were likely to use Metro bus and rail services to LAX as a result of this project.

Table 2 below shows the results for how each option might impact how the 5,380 people who stated they use Metro at least once per year, as well as those who stated that they do not ride Metro but would expect to ride Metro in the future:

Table 2: Metro Rider (5,380) Expectation of Frequency of Usage of Metro By Option

| Option/Metro Usage | More Often | About the Same | Less Often |
|--------------------|------------|----------------|------------|
| Option 1 (C-1) | 33.4% | 52.5% | 14.1% |
| Option 2 (C-2) | 43.4% | 45.0% | 11.6% |
| Option 3 (C-3) | 25.5% | 46.1% | 28.4% |

Table 3: Non-Rider (379) Expectation of Frequency of Usage

| Option/Metro Usage | More Often | About the Same | Less Often |
|--------------------|------------|----------------|------------|
| Option 1 (C-1) | 29.0% | 48.3% | 22.7% |
| Option 2 (C-2) | 40.1% | 41.2% | 18.7% |
| Option 3 (C-3) | 20.0% | 42.5% | 37.5% |

Both riders and non-riders suggest Option 2 would see them riding more while Option 1 would see the most riders maintaining existing levels of usage. Option 3 would see the largest chance of riders' usage declining.

Table 4 below presents results for riders (5,380) and non-riders (379) preference for an option.

Table 4: Option Preference of Riders and Non-Riders

| Option | Option 1 | Option 2 | Option 3 |
|-----------------|----------|----------|----------|
| Rider (5380) | 30.9% | 47.3% | 21.8% |
| Non-Rider (379) | 31.9% | 45.6% | 22.4% |

Results were similar for each group with Option 2 showing as preferred by the most respondents and Option 3 being the least preferred.

Respondents were then asked if they had ridden the C or K Line in the last 6 months. The 2,648 people that responded were asked their option preference based on their most recent ride, including if they had no preference between the three options or preferred an option other than the three

options offered. These additional two options were added to identify if riders showed either no preferences among the three options or a strong preference for other options from the three presented options. The earlier question in the survey focused on identifying the difference levels of support for the three presented options.

Table 5: Option Preference of Recent C & K Line Riders

| Option | Option 1 | Option 2 | Option 3 | All are Okay | Other Option |
|-------------------------------------|----------|----------|----------|--------------|--------------|
| Recent C or K Line Rider (2,548) | 19.5% | 37.3% | 15.6% | 20.3% | 7.3% |

Again, Option 2 ranked highest. Combining Option 2 with those who stated all options would be okay equates to 57.6% of all respondents.

In looking at distribution of responses by area for these last two questions, as shown in the maps in Attachment H, the data reflects some density of responses in the Norwalk area favoring a direct connection to the Expo Line through Option 1 or 3. A significant density of responses throughout the Westside and Inglewood areas showed support for Option 2.

In terms of the employment profile of respondents, 66.4% of riders (5,380) were employed, and 12.0% were retired. Of non-riders (378), 62.5% were employed and 25.9% were retired.

In terms of age, 76.4% of riders were aged 25-64 years, and 69.9% of non-riders fell within that age range. This was broken out by ranges 25-34 (23.6% of riders, 19% of non-riders), 35-44 (22.1% of riders, 19.8% of non-riders), and 45-64 (30.7% of riders, 31.1% of non-riders). 9.1% riders were in the 18-24 range, and 12.0% fell within the 65+ years category, while 3.7% of non-riders were in the 18-24 range, and 25.1% from the 65+ age range. Overall, 47% supported Option 2, making it the most popular option. The percentage of support grew as age reduced, with those 65+ being the least supportive of Option 2, though even this group or respondents supported Option 2 more than other options.

In terms of household income, Table 6 shows a high rate of response from both ends of the income range, though higher income households were overrepresented for non-riders:

Table 6: Respondent Household Income/Option Preference

| Annual Household Income and Rider/Non-Rider | <\$25,000 | \$25,000 to <\$50,000 | \$50,000 to under \$100,000 | \$100,000 and above |
|---|-----------|-----------------------|-----------------------------|---------------------|
| Rider | 29.8% | 18.2% | 21.5% | 30.4% |
| Non-Rider | 17.9% | 13.5% | 24.3% | 44.3% |
| Option 1 (C-1) | 32.1% | 31.7% | 33.2% | 27.6% |
| Option 2 (C-2) | 42.7% | 44.7% | 46.8% | 56.1% |
| Option 3 (C-3) | 25.2% | 23.6% | 20.0% | 16.3% |

The above data shows that all income ranges supported Option 2 the most, though support for this option increased as income increased.

The survey also collected data on ethnicity, as shown in Table 7 below:

Table 7: Respondent Ethnicity/Option Preference

| Ethnicity/Rider-Non-Rider and Option | Latinx/Hispanic | Black/African American | White/Caucasian | Asian American/Pacific Islander | Native American | Other |
|---|------------------------|-------------------------------|------------------------|--|------------------------|--------------|
| Rider | 32.7% | 11.3% | 33.0% | 13.7% | 0.8% | 8.5% |
| Non-Rider | 24.0% | 6.1% | 43.5% | 17.2% | 0.0% | 9.2% |
| Option 1 (C-1) | 32.6% | 31.4% | 29.1% | 32.7% | 30.2% | 28.8% |
| Option 2 (C-2) | 41.1% | 41.8% | 54.4% | 46.8% | 39.5% | 49.4% |
| Option 3 (C-3) | 26.3% | 26.8% | 16.5% | 20.5% | 30.2% | 21.8% |

The above data shows that people of color supported Option 2 the most among the three options, though not as strongly as White Caucasian, and Other respondents did. The Asian American/Pacific Islander respondents supported Option C2 notably more strongly than other minority groups.

The survey also collected data on gender as shown in Table 8 below.

| Gender Rider/Non-Rider and Preferred Option | Male | Female | Non-Binary | Prefer to Self Describe |
|--|-------------|---------------|-------------------|--------------------------------|
| Rider | 60.7% | 35.8% | 2.6% | 0.9% |
| Non-Rider | 53.3% | 43.5% | 2.1% | 1.1% |
| Option 1 (C-1) | 30.3% | 32.7% | 25.7% | 24.6% |
| Option 2 (C-2) | 49.0% | 44.1% | 48.7% | 36.8% |
| Option 3 (C-3) | 36.8% | 23.3% | 25.7% | 38.8% |

The above data shows that all genders preferred Option 2 except the Prefer to Self Describe group that preferred Option 3 slightly more. The Male and Non-binary groups had the largest percentages supporting Option 2.

RECOMMENDATION

Staff recommends the Board adopt Option 2 (C-2 Alternative), creating a K Line operating between Redondo Beach and Expo/Crenshaw and a C Line operating between Norwalk and the LAX/Metro Transit Center. This recommendation is based on the following factors:

- Simple, easy-to-understand network
- Most supported option from community outreach
- Provides direct connection to LAX/Metro Transit Center from all C and K Line stations
- Creates north-south (K) and east-west (C) lines in line with regional travel patterns

- Lower resources (less trains/operators) and operating costs than previous C-3 pilot option
- North-south corridor consistent with Torrance and Hollywood future extensions

This Operating Plan is recommended to be implemented in coordination with the AMC project and LAX People Mover Train projects.

FINANCIAL IMPACT

This item is to seek Board authorization for CEO to implement an updated operating plan for the C and K Lines.

Impact to Budget

While there is no impact to the proposed FY24 budget directly from this item. Revenue service based on Board direction for this Operating Plan will be included in the Metro FY25 budget request as the planned opening would fall in the first half of FY25 in conjunction with the AMC opening. Option 2 (C-2 alternative) would have a lower impact on the operating budget per year at \$102.9 million, compared to the previously recommended pilot Option 3 (C-3 Alternative) at \$113.2, an saving annual saving of \$10.3 million. Option 1 (C-1 alternative) is only slightly less costly than Option 2 at \$99.5 million.

EQUITY PLATFORM

There are not expected disparities between available Crenshaw/LAX operating plan choices; all are anticipated to preserve high frequency rail service on all existing and new rail segments. Outreach as described in this Board item, has shown consistently high support for Option 2 among all groups, including people of color and low-income households. Option 2 is the most supported option in the survey results. In recognition of common other concerns raised, well timed connections between trains on the two lines will allow minimal transfer times of three minutes for those riders from the Norwalk Segment to travel to/from areas of north of the LAX/Metro Transit Center Station. This would ensure convenient connections for serving riders on the Metro C & K Lines transit network, especially those who live and work within Equity Focus Communities along the existing C Line that rely most on transit. The recommendation will also allow communities served by the K Line (Crenshaw/LAX) to enjoy new direct access to the South Bay areas.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goal #1: Provide high quality mobility options that enable people to spend less time traveling. The service changes also respond to the sub-goal of investing in a world class bus system that is reliable, convenient, safe, and attractive to more users for more trips.

NEXT STEPS

Should the Board approve the recommendation, staff will begin preparation for the implementation of the approved operating plan. Staff would return to the Board with an update regarding the

implementation of the Operating Plan consistent with AMC and Airport People Mover Train construction and testing completion ready for revenue service as soon as possible in 2024.

ATTACHMENTS

Attachment A - Motion 28.1

Attachment B - C and K Line Operating Plan Options

Attachment C - Travel and Transit Demand

Attachment D - C & K Line Operating Plan Survey E-blast

Attachment E - Social Media Comments on C & K Lines Operating Plan

Attachment F - Community Meetings and Survey Flyer

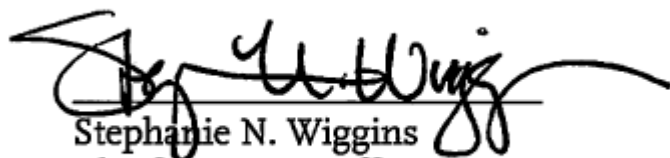
Attachment G - C & K Line Operating Plan Survey and Results

Attachment H - Distribution of C & K Line Operating Plan Survey Responses

Attachment I - Public Meetings Report Final

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Board Report

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Agenda Number: 28.1

OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE NOVEMBER 15, 2018

Motion by:

HAHN, BUTTS, SOLIS, NAJARIAN, FASANA & GARCIA

Related to Item 28: Crenshaw/LAX - Green Line Operating Plan

The Crenshaw/LAX-Green Line Operating Plan creates a challenging scenario of having to realign existing and long established service routes. The C-1 alternative recommended by Metro staff would dramatically shorten the segment of the Green Line that services the South Bay, further separating the region from the rest of the rail network and introducing new problems for Green Line riders.

The thousands of daily riders who travel to and from the South Bay would, under C-1, be diverted northward to a temporary station stop at Aviation/Century and wait for another train to finish their commute. With the major job centers in technology, aerospace, and at the Los Angeles Air Force Base, the inconvenience of a forced transfer effectively cuts off the South Bay from the rest of our light rail system. Moreover, this forced transfer would not add any new connections, as the planned Airport Metro Connector and LAX's Automated People Mover will not be completed until 2023.

Until the airport connections are built, there is little reason to cut the established Green Line service on which many daily riders rely. That is why the C-3 alternative, which has been endorsed by both the South Bay Cities Council of Governments and Gateway Cities Council of Governments, is the superior alternative for opening day. C-3 would keep the one-seat ride from Norwalk to the Expo Line as proposed under C-1 yet would preserve most of the current Green Line service, ensuring the South Bay remains connected to the larger transit system.

There is a perceived \$11 million cost difference between alternatives C-1 and C-3. The reality is that the 'savings' comes from the dramatic shortening of the existing Green Line by ten fewer stations. As Metro continues to face declining ridership, it makes no sense to cut back on service while simultaneously forcing a transfer.

**SUBJECT: PROPOSED CRENSHAW/LAX - GREEN LINE OPERATING
PLAN**

RECOMMENDATION

APPROVE Motion by Hahn, Butts, Solis, Najarian, Fasana & Garcia that the Board instruct the CEO to:

- A. implement Alternative C-3 for the Crenshaw/LAX -Green Line Operating Plan as a 1 year pilot plan in anticipation of the opening of the LAX Automated People Mover (APM) and 96th Street Station, maintaining the existing headways on the Green Line;
- B. report back to the Metro Board one (1) year after the pilot is over to reevaluate the ridership and travel demand; and
- C. as a new policy, bring future substantive changes to rail operating plans to the Metro Board for approval as a matter of course, instead of “receive and file.”

C and K Line Operating Plan Options

C-1

Option 1



C-2

Option 2



Option 3

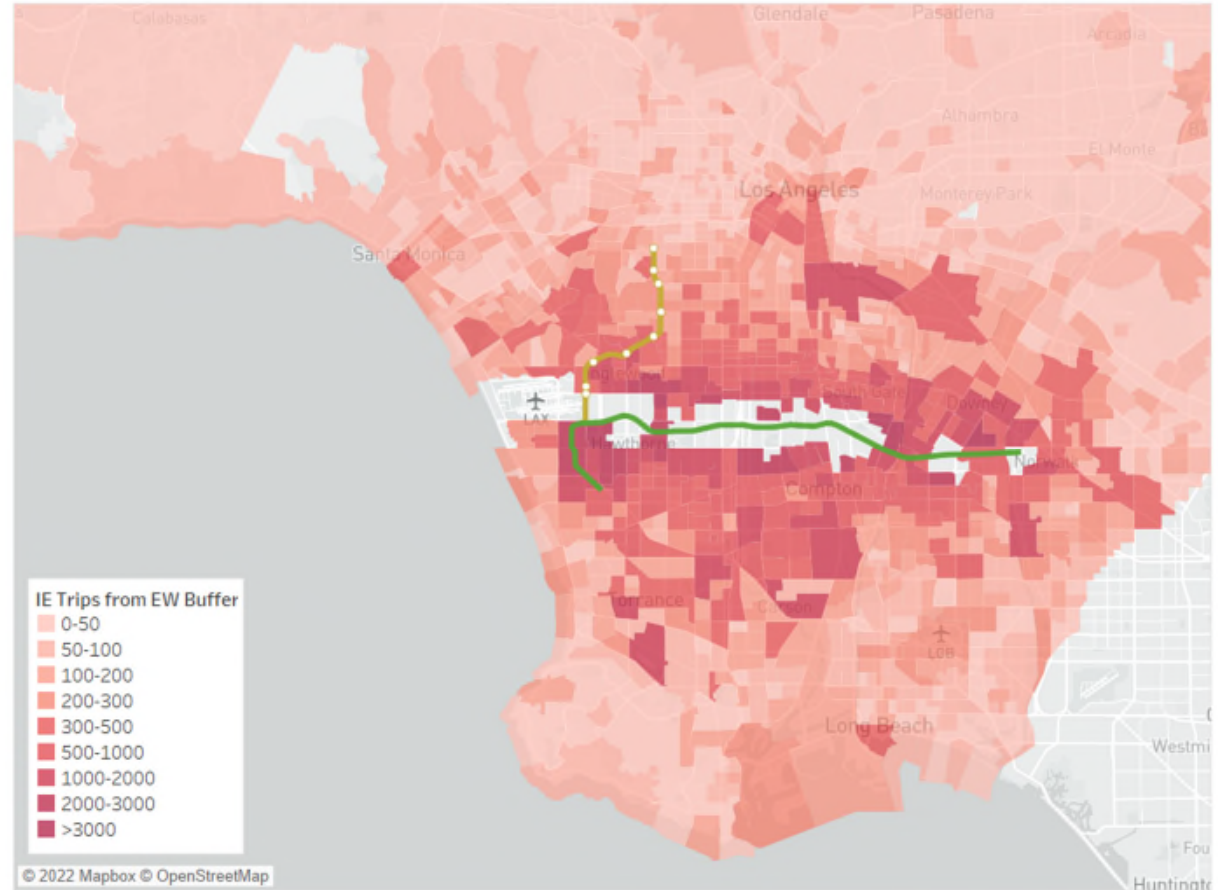


Travel and Transit Demand

2021 Travel Patterns – C Line (Green) East

- This map illustrates all trips (not just transit trips) in 2021 (COVID) originating in the catchment zone (grey area) around the C Line between Norwalk and Aviation/LAX Stations.
- In 2021, similar to 2019 (pre-COVID), travel from this zone was mostly destined for areas surrounding C Line (Green).

Figure 1

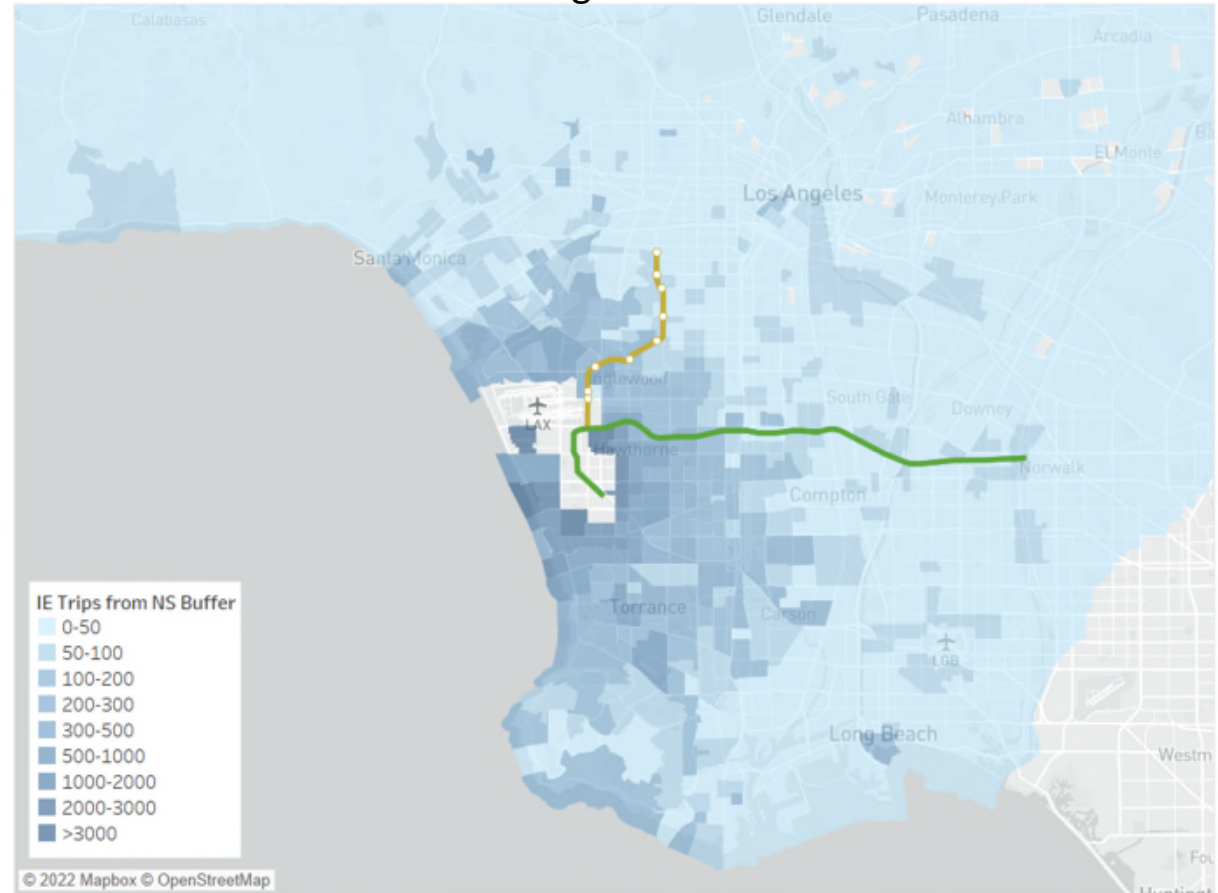


Travel and Transit Demand

2021 Travel Patterns – C Line (Green) West

- This map illustrates all trips (not just transit trips) in 2021 (COVID) originating in the catchment zone around the C Line (Green) between Aviation/LAX and Redondo Beach Stations (area shown in light grey)
- In 2021, similar to 2019 (pre-COVID), trips from this zone are primarily destined for areas to the north and south of the zone

Figure 2

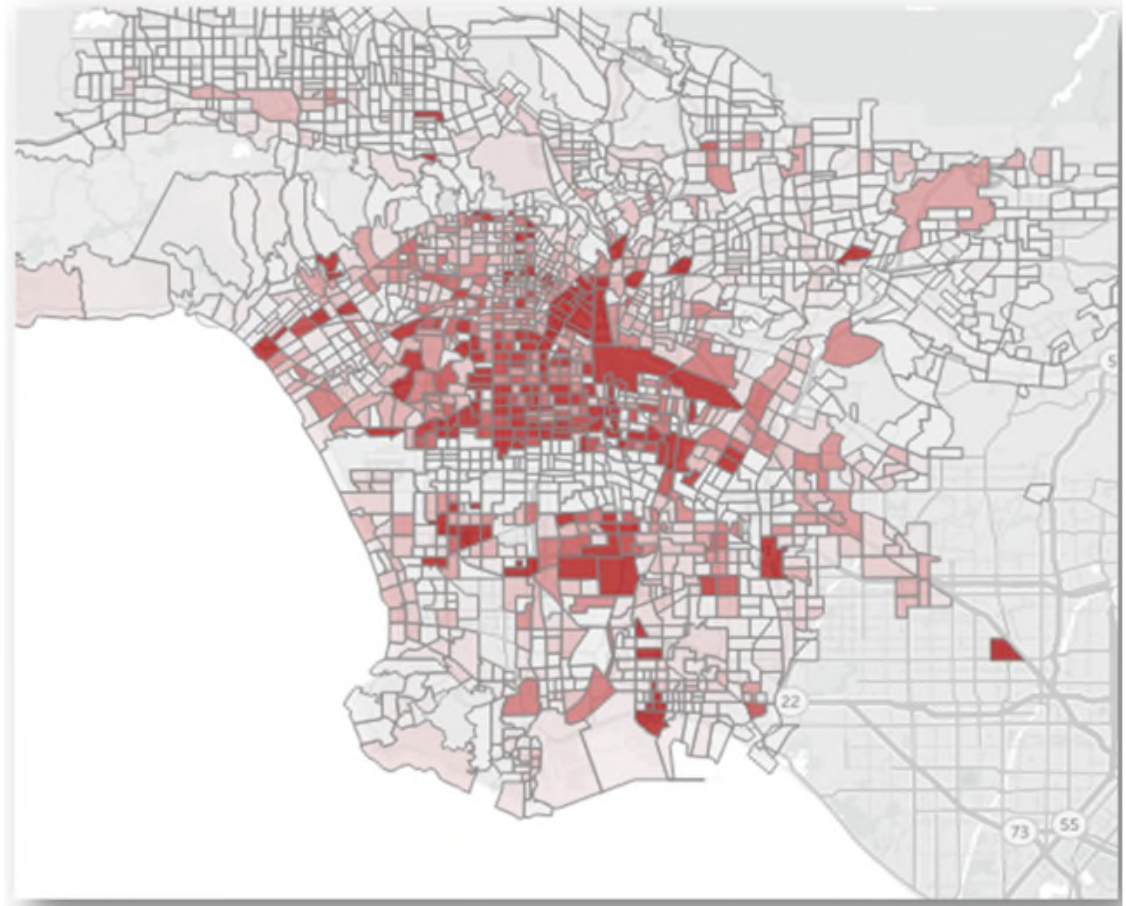


Travel and Transit Demand

C Line (Green) Ridership (TAP data)

- This map illustrates transit trips based on TAP data for C Line between Norwalk and Aviation/LAX Stations.
- C Line riders travel to Equity Focus Communities primarily north of the C Line in South LA, and to downtown LA (Red).
- The NextGen Bus Plan (October 2020) has now created an all-day frequent network of 10-minute service, with better bus services connecting C Line riders to their final destinations.

Figure 3



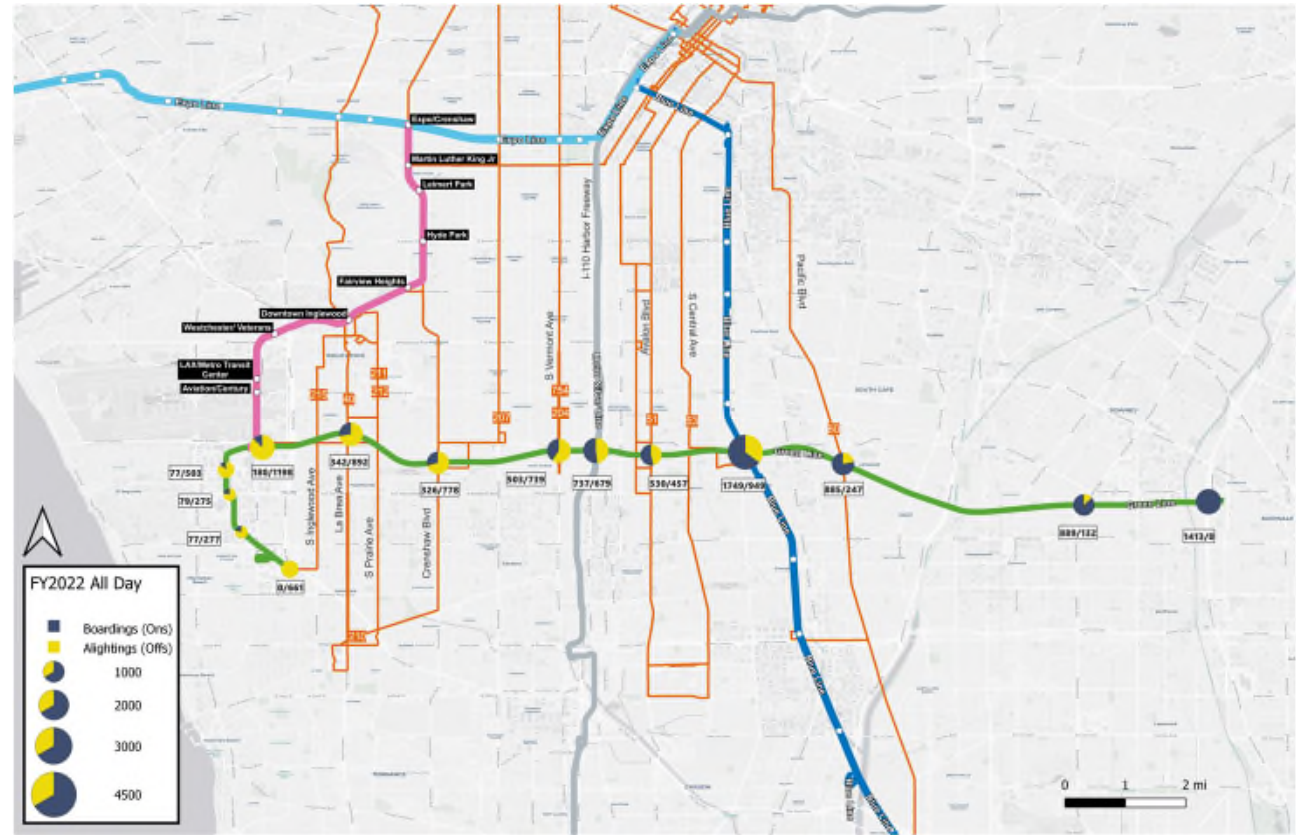
Travel and Transit Demand

2022 C Line (Green) – Westbound All Day

ATTACHMENT C

- In 2022, C Line ridership shows the same patterns as 2019.
 - High turnover (boarding/alighting) of C Line riders occurs at stations between Willowbrook/Rosa Parks and Aviation/LAX
 - These stations link C Line riders with Metro A Line (Blue) Rail, J Line (Silver) BRT, and other key NextGen north-south bus corridors (Central, Avalon, Vermont, Western, Crenshaw, Hawthorne)
 - These NextGen Tier 1 all day high frequency (10-minute or better weekdays) north-south bus corridors link with Equity Focus Communities

Figure 4



C & K Line Operating Plan Survey E-Blast

A Message from Metro



March 21, 2023

Dear Metro Rider,

Metro needs your input as we plan the redesign of the operation of the C Line (Green) Norwalk to Redondo Beach and K Line from Expo/Crenshaw to Westchester/Veterans light rail lines with a new station connection with the LAX Automated People Mover opens in late 2024. This connection will provide a very convenient new option for accessing LAX on Metro.



Please take the survey below to share your opinion on how best to integrate the C and K Lines. By completing this survey, you can enter to win a free Metro 30-Day pass. You will also have the opportunity to sign up for a focus group to provide further feedback.

Thank you for your help in informing the planning of the future operation of the C and K Lines.

[Take the Survey](#)

Thank you for riding Metro.

Joseph Forgiarini

Senior Executive Officer
Metro Service Development and Planning



Estimado pasajero de Metro,

Metro necesita su opinión ya que planeamos el rediseño de la operación de las líneas C y K una vez que se unan y se abra una nueva conexión de estación con LAX Automated People Mover a fines de 2024. Esta conexión proporcionará una nueva opción muy conveniente para acceder a LAX en Metro.



Complete la encuesta abajo para compartir su opinión sobre la mejor manera de integrar las líneas C y K. Al completar esta encuesta, puede participar para ganar un pase gratuito de Metro de 30 días. También tendrá la oportunidad de inscribirse en un grupo de enfoque para proporcionar más comentarios.

Los Metro Ambassadors están aquí para ayudar. Vienen de diversos orígenes que reflejan las comunidades a las que servimos. Tienen experiencias personales y profesionales que les permiten desempeñar su trabajo con compasión, respeto y habilidad.

Gracias por su ayuda para informar la planificación de la operación futura de las líneas C y K.

[Take the Survey](#)

Gracias por viajar en Metro.

Joseph Forgiarini

Senior Executive Officer
Metro Service Development and Planning



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Public Comments C & K Lines Operating Plan

**Facebook Post: Community Meetings on C & K Line Operating Plan
Posted April 4, 2023**

Option 1: 3
Option 2: 40
Option 3: 9
Other 4
NPE (NPE): 128

| Commenter | Comment | Preferred Option |
|--------------------------|---|------------------|
| Bob Ela | Definitely not 3. Riders from the South Bay should be able to get to LAX Connector in one seat. Also, that station will presumably be quite busy with pax toting luggage. Pax will be going towards Norwalk, South Bay, or Expo/Crenshaw. Option 3 will crowd South Bay pax with Norwalk pax. Option 1 or 2 will distribute pax more-or-less equally. | NPE |
| David James Henry | Bob Ela Especially with their plans to extend the line further towards San Pedro | NPE |
| Hoe Neb | I don't know who planned this survey, but it really misses the point which should be centered around using lax. Thank god swa now flies out of lgb becuz prior to that I would endure the miserableness of using the Norwalk station to save on parking and the numerous transfers of the g-line bus I always felt good after taking that trip due to the face if I encountered a nuclear war I had the preparation after putting up with that trip. Obviously my only decision to use lax has to be a large price difference. I would think providing this option would relieve the lax car traffic, but a caveat with the way the current system is viewed I would only wish it on my enemy a ride on the train comes to mind | NPE |
| Phoebe Kiekhofer | There really, really needs to be a direct bus from Westchester/Veterans to the LAX terminals in the meantime. It takes no less than 45 minutes to get from the LAX terminals to the K line because of the forced transfer all the way down to the C line. Nobody flying in is using the K line because nobody has that kind of time. Please listen... | NPE |
| David Galvan | This. | NPE |
| Paul Yelder | Phoebe Kiekhofer I agree. The current shuttle to the existing bus center could easily be extended to the Veterans station. In the meantime, it's easier/quicker for me to take a bus to LAX and I live right off the new K line. 🙄 | NPE |
| Author Metro Los Angeles | Hi Phoebe. At this time there are no transit buses serving the LAX horseshoe -- from Metro or other agencies. One big issue is that's a very challenging environment with traffic, luggage, keeping buses on any kind of schedule. We know it's not ideal but thankfully not terribly far from much better way to get there via the new station and people mover. ^SH | NPE |

| Commenter | Comment | Preferred Option |
|-------------------------|---|------------------|
| Michelle Bradley | As long as there is no one seat ride from LA Union Station, many stops and crappy seats, this will be used more by airline employees than airline passengers. When I come to Los Angeles, I am still on the Flyaway. LA has not reached the point of London and Tokyo, even Denver. LA had a perfect route to do a one seat semi-express from LAX to LAUS (the Slauson alignment), but they decided to turn that into a bike trail. | NPE |
| Sabino Cobos | Metro Los Angeles someone told me that is a very old man. RTD use to have services like that. Why can't you do that MTA? | NPE |
| Sabino Cobos | There are many streets that no longer have buses on it and we're all cancelled over the past 30 years. Why is that MTA. I guess your telling me to go buy a car and not use your system anymore. | NPE |
| Paul Yelder. | Metro Los Angeles - I take the 102 bus to the bus transit center, and then jump on the terminal shuttle. Temporarily extending this terminal shuttle service to Veterans Station (via Arbor Vitae to Hindry or Aviation/Florence) would be more efficient for K Line riders than the current arrangement. Once the transit center is completed, this leg would be eliminated. | NPE |
| Phil Obaza | Hold on, back up - 2024? So no K line link to the C line in 2023 anymore? Am I reading this right? | NPE |
| Joaquin Palacios Zavala | Why don't you take into account what the subway in New York did on their designing so that what was wrong there may be bettered in your designing of the Metro for Los Angeles people? They may have exceptional input to share with you, i believe.Well just an opinion! Thanks for considering the public opinion! | NPE |
| Jesse Budlong | Joaquin Palacios Zavala NYC subways only cost \$1,000,000,000 per mile. | NPE |
| Kevin Wheeler | Whichever option, prioritize that trains are clean and safe for children. Are you Metro or Urban Refugee Mobile Housing (URMH)? | NPE |
| Vince Downing | Honestly Mariposa through Redondo Beach C-Line Stations are used almost exclusively by commuters from the East. There should be an Option 4 that keeps the C line in-tact from Norwalk to Redondo Beach. The K branch should be the line that terminates at Rosa Parks. The Green Line (C) was horribly executed but does one thing well: transport commuters from the East to the (now just somewhat) commercially-rich El Segundo area. All of the proposed options make it bad at the only thing it ever did well. | NPE |
| Mari Diaz | QUE TNGAN MEJOR SERVICIO PORQUE HOY ESTE DIA MIÉRCOLES 4/5/2022 A LAS 4:5 AM SALI DE CASA Y LA LINIA 4 QUE CORRE DE SANTA MONICA ASIA SENTRO DE LOS ANGELES ESPERE 50 MINUTOS PARA QUE PASA EL BUS ES DE MASODO TIEMPO DE ESPERA Y DISEN QUE TIENEN BUEN SERNVICIO NO ES BERDAD PORQUE UNO TIENE HORA PARA ENTRAR AL TRABAJO ASI COMO LOS EMPLEADOS DE METRO TIENEN SU HORIO TAMBIEN UNO TIENE HORARIO DE ENTRADA AL | NPE |

| Commenter | Comment | Preferred Option |
|--------------------------|---|------------------|
| | <p>TRABAJO SE LES PIDE DE FAVOR MEJORAR EL SERVICIO POR LA MAÑANA GRACIAS FELIZ DIA MIERCOLES DIOS LOS BENDIGA A TODO EL PERSONAL DE METRO 🙏🙏</p> <p><i>THAT THEY HAVE BETTER SERVICE BECAUSE TODAY THIS DAY WEDNESDAY 5/4/2022 AT 4:5 AM I LEFT HOME AND LINE 4 RUNS FROM SANTA MONICA TO DOWNTOWN LOS ANGELES WAIT 50 MINUTES FOR THE BUS TO PASS IT IS TOO MUCH TIME TPO WAIT AND THEY SAY THAT THEY HAVE GOOD SERVICE IT IS NOT TRUE BECAUSE ONE HAS A TIME TO GET IN TO WORK JUST LIKE THE METRO EMPLOYEES HAVE THEIR SCHEDULE, ONE ALSO HAS A TIME TO GET IN TO WORK WE ASK THEM TO PLEASE IMPROVE THE SERVICE IN THE MORNING THANK YOU HAPPY WEDNESDAY GOD BLESS ALL THE METRO STAFF</i></p> | |
| James McCollum | K Line need to be extended through Mid-city, La Brea, Fairfax to West Hollywood! Also an opportunity was missed by not making a junction a few blocks away from Crenshaw/Expo for the Lines to connect and bring the line to the surface via Obama Blvd | NPE |
| Victoria Bazlamit | James McCollum Those are only going to be covered in extensions of the purple line over the next several years, unfortunately | NPE |
| David James Henry | Victoria Bazlamit k line is being extended north actually. They will extend it to the Hollywood Bowl (mostly because it makes the digging cheaper) | NPE |
| Cee Fitz | James McCollum, yah, the city of West Hollywood, Santa Monica, Beverly Hills, and the area of Cheviot Hills, which is NOT its own city simply because it possesses an "incorporated" sign - fought against public transport - delay delay delay - and there are other incorporated towns in Los Angeles County that gave the finger to Metro trains passing through "their" precious parts of town. No objection to plowing under businesses and roads in "other" people's parts of town. | NPE |
| Victoria Bazlamit | David James Henry I guess technically it's a K line extension but there are 3~ different lines pending. The purple is the only one 100% approved to extend | NPE |
| Author Metro Los Angeles | James McCollum Hi everyone. We do have a project to extend the K Line north to Hollywood/Highland and potentially the Hollywood Bowl. At present it's a long-term project but there's already been planning work on potential routes, etc. Here's the project page with map of routes under study. Pretty interesting stuff and sure seems like a line that would attract a lot of riders. Take a gander: https://www.metro.net/projects/crenshaw-northern-extension/ ^SH | NPE |
| Eduardo Calderon | Cee Fitz west Hollywood wants the K Line through their city though | NPE |
| Cee Fitz | Eduardo Calderon, it ought never have purposefully covered up the original tracks. 🙄 Let WeHo pay for it. | NPE |

| Commenter | Comment | Preferred Option |
|-------------------------------|--|------------------|
| David James Henry | Victoria Bazlamit well the purple line is almost completely finished. | NPE |
| Ashish Gupta | Metro Los Angeles 2047?!? | NPE |
| Victoria Bazlamit | David James Henry Nah, it won't be fully completed until 2027. It has extensions planned too https://www.metro.net/projects/westside/ | NPE |
| David James Henry | Victoria Bazlamit i was misinformed. I spoke to a guy who works on the D Line project, he was very confident we would be riding on it like next year at the latest. | NPE |
| Victoria Bazlamit | David James Henry For like 3 stops only, unfortunately. I think it was originally slated to be done in 2019, then 2021, then 2023 and now 2024. They approved the project altogether in 2012. Thats 7 years to even START construction. I can only imagine the delay on the other extensions. I know they act like they can get it together before the Olympics but they've got too much to be squished into 5 years | NPE |
| Donald Russell | Why didn't anyone think about building the LAX station BEFORE construction of the station began??? It's not like the people mover was something they just came up with! | NPE |
| Tyra Whoasking | I voted already I chose option 2 | Option 2 |
| Mark Montoya | Tyra Whoasking me too. | Option 2 |
| Nawaday Lee | Option 1 Majority go to Lax, are not from local. | Option 1 |
| Mitch Dorf | Metro Los Angeles why isn't there a direct station at Sofi? Did they lobby so they can charge \$70 to park? I've asked this before and all I got was crickets from you. Also, why on earth did you not plan to connect the D and E and create the "Santa Monica Loop?" And, thank you Pammie O' for not having ALL Santa Monica trains elevated, as funded and approved. Couldn't help but get that \$\$ grab for train skin advertisement at grade could you? Hope you made out well with that. | NPE |
| Sam Antell | Mitch Dorf sofi will be served by a people mover, similar to how LAX will be served. https://en.m.wikipedia.org/wiki/Inglewood_Transit_Connector | NPE |
| David Galvan | re this statement: "Constructing the station involves track work -- thus the reason we can't run trains through the site." Why does construction work on the LAX People mover involve track-work on the K-line tracks? | NPE |
| David James Henry | David Galvan The people mover will be completed before this station is finished | NPE |
| David Galvan | David James Henry Oh I see. I misunderstood and thought the people mover construction was the holdup, but it's the Metro station at LAX/Metro Transit Center. Thanks for clearing that up. | NPE |
| 👤 Author Metro Los Angeles | Hey David. The people mover is elevated and above our tracks. The issue is we had to build new track, move some track and the construction work is right next to our tracks and we can't be sending trains through every few minutes while building. Not ideal but that's | NPE |

| Commenter | Comment | Preferred Option |
|-------------------|---|------------------|
| | how the timing of everything worked out. Good news is we're a lot closer to finish line than start line. ^SH | |
| Jonathan Chue | The last I heard, the remaining segment of the K line will be open sometime in 2023, but the LAX APM station won't be operational until 2024. Has that officially changed? Will both not be open until 2024? | NPE |
| Cmb Bryant | Great, because now it's a train to nowhere | NPE |
| Jerry Puga | So if I'm using the metro line to go from Pasadena to LAX, which one would be the most direct with the least amount of transfers? Getting people from the SGV to LAX in the best option possible | NPE |
| David James Henry | Jerry Puga After the Regional Connector is built, you will take the E Line (Gold) all the way to Expo/Crenshaw, transfer to the K Line (Pink) and ride to the end of the line. When the airport station is finished, you'll transfer to the LAX people mover. Two transfers. | NPE |
| David Manciatì | David James Henry no he would need to go from Pasadena to a Little Tokyo on the A line then transfer to the E to Expo/Crenshaw then Transfer to the K line and then transfer to the LAX people mover. But honestly it would be faster and more convenient to just go from Pasadena to Union and go on the LAX Flyaway. | NPE |
| David James Henry | David Manciatì you're right, I had to double check. It's really confusing to figure out since the colors are changing | NPE |
| Jerry Purga | David Manciatì correct. That is why I would not take the metro from here. But just imagine if they had a more direct way to LAX. I would get rid of lots of traffic on the streets. | NPE |
| Hal Corbo | Metro Los Angeles ... - Hear me out on this suggestion... Add a connector from the current EXPO line to the K Line.... then L (Gold Line) East LA - Downtown LA - LAX - South Bay ... Run the A (Blue Line) Long Beach - Downtown LA - Pasadena - Pomona and transition the EXPO line to run Santa Monica - LAX - Norwalk Running a line from Downtown LA to the South Bay via LAX/K Line would be far more popular than these 3 options. | Other |
| Alexander Banos | The E Line (Expo) route on these proposed maps are still colored light blue along with it's easternmost final destination set to Downtown LA. But the A Line (Blue) route in the proposed maps already has its new northernmost final destination set to Azusa. By then, the new E Line will be colored gold along with its new easternmost final destination set to East Los Angeles. | NPE |
| Wayne Wright | Option 3 | Option 3 |
| Yvette Benner | Option 2 | Option 2 |
| Mark Morataya | Yvette Benner me too. | Option 2 |
| Oscar Perez | Ok pero es otro hotel para los homeless porque en todos los trenes que uno se sube parecen dormitorios públicos llenos de homeless y van fumando y tomando es un peligro para los pasajeros | NPE |

| Commenter | Comment | Preferred Option |
|-------------------------|---|------------------|
| | <i>Ok but it's a hotel for the homeless because in all of the trains that one boards they look like public dormitories full of homeless and they go on smoking and drinking its dangerous for passengers.</i> | |
| Dylan Neidorff | Is there no junction at Crenshaw that would allow K trains to go east down the Expo line to 7th/Metro for a one train, no change, service between Downtown LA and LAX? | NPE |
| David James Henry | Dylan Neidorff No because the K Line is underground at Expo/Crenshaw | NPE |
| Sabino Cobos | Here is my input. 24 HOUR SERVICE ON ALL TRAINS!!!! | NPE |
| Abraham Gonzalez | Option 3 sounds nice! It would be like the red and purple lines!! | Option 3 |
| Longo Chu | Option 2! | Option 2 |
| David Keenan | Option 2 and extend the K Line to Long Beach. The 405 Corridor needs rail transit all the way through. | Option 2 |
| Steve Sichi | Done. Thanks for the opportunity! Love Metro! | NPE |
| Christopher Ide | option 2 | Option 2 |
| Mike Madison | Option 2 for sure | Option 2 |
| Mark Morataya | Mike Madison me too. | Option 2 |
| Richard Snyder | Option 2's the best of the three. Having dedicated north/south and east/west lines make the Metro system more intuitive and easier to navigate, and it still gives direct LAX access for two lines. | Option 2 |
| Mark Morataya | Richard Snyder I agree. | Option 2 |
| David James Henry | Richard Snyder i didn't think of this, you're right | Option 2 |
| Earnest McCall | Great work being doing!! 😊 | NPE |
| Ai Lyn Young | Option 2 Or you keep GREEN line as it is., | Option 2 |
| Mark Morataya | Ai Lyn Young I agree | Option 2 |
| LuvErica Turner | I like option 2 | Option 2 |
| Mark Morataya | LuvErica Turner me too | Option 2 |
| Oscar Martinez | I don't mind as long it can me get there | NPE |
| Lennie Simpson Lafaurie | Option 2 makes more sense. | Option 2 |
| At Toyzume | Option 2 | Option 2 |
| Mark Morataya | At Toyzume me too | Option 2 |
| Sherwin Easly | Option 2....Is The Best.... | Option 2 |
| Mark Morataya | Sherwin Easly I agree. | Option 2 |
| Oscar Flores | Sherwin Easly this id gonna be fun when I ride the metro lines again | NPE |
| Jon Bush | Option 2 | Option 2 |

| Commenter | Comment | Preferred Option |
|-------------------|---|------------------|
| Mark Morataya | Jon Bush me too | Option 2 |
| John Bellagiola | Metro K line from Redondo Beach station to Expo Crenshaw and Metro C line from Norwalk to Expo Crenshaw Is the best solution idea. So LAX/Metro Transit station is the best station hub for easy transfer. | Other |
| Keke Robinson | Option 2 looks more interesting | Option 2 |
| Bill Lam | Option 3 is the best choice than the other options with the modification of option 3 is that the C Line service would still run between Norwalk and Redondo Beach, the K Line service would run between Expo/Crenshaw and Norwalk, and the new Olive Line service(whatever the new line letter is) would run between Expo/Crenshaw and Redondo Beach. That way people can potentially avoid transferring trains at Aviation/LAX(later renamed to Aviation/Imperial) and Aviation/Century so that riders can save more travel time and enjoying a one seat ride around as well | Option 3 |
| Jose Luis Acevedo | Muchas gracias por todo lo que ase METRO que DIOS BENDIGA a todos los trabajadores por que asen un trabajo pesado y peligroso y para no tener contratiempos ay que salir más temprano de casa para ir a trabajar oh a las actividades que uno haga a diario principal mente donde están trabajando los de METRO QUE DIOS LOS BENDIGA SALUDOS Y ÁNIMO METRO <i>Thank you for everything. What METRO does may GOD Bless all the workers because they do a hard and dangerous job and to avoid setbacks one has to leave home earlier to go to work or activities that one does daily especially where theyre working those from METRO MAY GOD BLESS SALUTATIONS AND KEEP IT UP METRO</i> | NPE |
| Jay Rosa | Eyana Wright looks like we will be able to just take the train and beat traffic 🤔 | NPE |
| John Huang | Thank you for the information I hope that the signals will work if that's possible | NPE |
| Sunny Chen | I meant 4 stations by extending light green line to transfer at Inglewood station | NPE |
| Daryl MY | Option 2 for sure 😊 | Option 2 |
| Jelani Davis | Option 3 hands down | Option 3 |
| Jordan Lee | Option 4: Blow up Los Angeles and start over. We'll have a cleaner city and we can plan the replacement much better! | NPE |
| Michael Stocker | Definitely not option 3. Option 1 is good as long as you have the C Line end at Expo/Crenshaw instead of LAX/Metro transit Center. Option 2 is good as long as you have the C Line end at Expo/Crenshaw instead of LAX/Metro Transit Center. | Option 1 or 2 |
| Jim Johnson | Option 3 looks like it makes the most sense. | Option 3 |
| Jeriteri Tenorio | 3rd choice | Option 3 |
| Elvis Vallejo | we need more metros and light rails in our country !!!! thank you for trying los angeles | NPE |

| Commenter | Comment | Preferred Option |
|--------------------------------|---|------------------|
| Bee Dubb | Open Century and Airport... 🙄 | NPE |
| Metro Los Angeles | Bee Dubb When we can get trains through construction site safely we will. Appreciate the patience. We're eager for everyone to be good-and-done too! ^SH | NPE |
| David James Henry | Metro Los Angeles hey Metro? Good job responding to comments, y'all weren't nearly this responsive last year. | NPE |
| Bee Dubb | Metro Los Angeles THE TRAINS TRAVEL THROUGH AND HAVE BEEN TRAVELING THROUGH. YOU JUST CHOOSE TO NOT LET PASSENGERS ON. WHAT IS YOUR NEXT LIE??? | NPE |
| David James Henry | Bee Dubb did you not read what they said | NPE |
| Bee Dubb | It is running empty. | NPE |
| Jordan Lee | Thank you for building all this new housing for the homeless! | NPE |
| Ill E Go | Y isn't this promoted on the Green line only on the k line. ? 🙄 | NPE |
| Kahlil James Menilek II | I think option three is the worst. | NPE |
| Jose Luis Acevedo | Thank you | NPE |
| Helen Pal | Christopher Corrasa | NPE |
| Iker Castaño | 3 | Option 3 |
| Josue Ezequiel Gonzalez Osoria | 3 | Option 3 |
| Kevin Wheeler | 3 | Option 3 |
| Julio Altonio | Option 1. You have more ridership coming via the A line from Long Beach so it would make sense to prioritize having more riders be able to take a one seat trip from Willowbrook to LAX and Expo (where they can then transfer to the E line) I don't like option 3. That branch of the C line along the 105 doesn't seem that busy or important enough to me to have interlined with two lines and double wait times for people coming from Willowbrook and heading to either Redondo Beach or Expo (most will be heading toward expo anyway) | Option 1 |
| David James Henry | Julio Altonio with your concerns in mind, I think option 2 fits better because option 1 would force all Redondo Beach residents who want to travel someplace other than the airport to transfer | Option 2 |
| David Güldenpfennig | Why the K doesn't connect Downtown, the American transit are so bad. | NPE |
| Serena Delgadillo | David James Henry or even the A line if options 1 or 3 are picked! | NPE |
| Jeriteri Tenorio | David Güldenpfennig it will connect to Hollywood instead | NPE |

| Commenter | Comment | Preferred Option |
|---------------------------|--|------------------|
| Michail Takach | I can understand the question: why would an AIRPORT line not connect directly to downtown? Are residents (or even tourists) really going to transfer 2-3-4 times from the LAX People Mover to their destination -- with luggage or children? As an alternative to driving to the airport, the K Line is not an especially viable alternative. | NPE |
| Richard Mancilla | David Güldenpfennig there's nothing to do in downtown la, | NPE |
| Jane Shevtsov | Michail Takach Downtown is pretty far from where most people live. You want to run closer to residential areas. | NPE |
| Michelle Bradley | Metro had the perfect alignment to run semi-express trains from DTLA to LAX (the Slauson alignment), but it looks like that's going to be a bike trail instead. #priorities | NPE |
| David James Henry | Serena Delgadillo Gotta be honest, i prefer option 2 because option 1 would relegate the C line into becoming a branch line of the K line (inconvenient for anyone in Redondo Beach) and Option 3 would leave room for only one line at LAX Transit Center, meaning that C Line passengers would need to transfer for the trip to the airport. | Option 2 |
| David James Henry | David Güldenpfennig The K Line doesn't need to connect downtown. Transfer to the E line to get to Downtown. | NPE |
| St Brendan | Are you going to stop junkies from shooting up in the stations? That would be cool if you did that. | NPE |
| Tony Hoover | https://www.cbsnews.com/.../1-person-stabbed-multiple.../...CBSNEWS.COM person stabbed multiple times on Metro train headed to MacArthur Park | NPE |
| Majed Zeidan | Option 2 | Option 2 |
| Kevin Villagomez Valencia | Option 2 | Option 2 |
| Mark Morataya | Kevin Villagomez Valencia me too | Option 2 |
| Daniel Perez | Add security | NPE |
| David Galvan | Option 1 | Option 1 |
| Michael Stocker | How come none of the options have both the C Line and the K Line terminating at Expo/Crenshaw so that they can both connect with the E Line? | NPE |
| Joseph Gorla | Excited to see getting built | NPE |
| Frank Alvarez Delgado | Hmm interesting. What about if you live in the San Gabriel Valley, which one would be the best option? Any options? | NPE |
| Matt Lashbrook | David James Henry *** Pasadena (Azusa) -> Long Beach & East LA -> Santa Monica. I would much rather prefer Pasadena (Azusa) -> Santa Monica though. Hopefully the data will suggest that they change that. | NPE |

| Commenter | Comment | Preferred Option |
|-----------------------------|--|------------------|
| David James Henry | Frank Alvarez Delgado After the Regional Connector is built this year, the E Line will travel all the way from Santa Monica to Pasadena, you'll take that train to Expo/Crenshaw and then transfer to the K Line | NPE |
| Kevin Chu | Frank Alvarez Delgado Maybe take the Silver line from El Monte and change K line at Harbor Hwy, then change to people mover? | NPE |
| Marshall Knight | Voted. But it bears mentioning that the actual best solution — interlining both the C and K between LAX and Expo/Crenshaw — is considered impossible because of poor planning. Hopefully the power and throughput constraints can be solved someday but for now we're stuck choosing between several lesser options. | NPE |
| ✍️ Author Metro Los Angeles | Marshall Knight Thanks for taking the survey Marshall. Appreciate the interest and input! ^SH | NPE |
| Jonathan Kaslow | Marshall Knight this is the correct take. | NPE |
| Ronny Rueda | Marshall Knight it's the limitation of having a mostly at grade system. If expo had been had been designed will full grade separation from Crenshaw all the way to 7th/metro center the interlining scenario with the k line would have been more likely. | NPE |
| Drew Reed | Option 2! Then if they eventually do a line over the Sepulveda pass they can extend it down to connect with the green line/C. | Option 2 |
| Mark Morataya | Drew Reed me too | Option 2 |
| David James Henry | Drew Reed Hopefully it will be heavy rail so we will have 3 different lines intersecting at LAX/Metro Transit Center and Aviation/Century | NPE |
| Drew Reed | David James Henry Good point. | NPE |
| Owen Reese | Drew Reed More likely the Sepulveda line will be heavy rail metro, unable to connect to C line. Instead, the C line could connect to a new line up Lincoln Blvd to Santa Monica. | NPE |
| Ferez Khavarian | Lance Mako Linden when I visited SFO. I loved how the BART picks right up at the airport. Easy transfer with such heavy luggage. | NPE |
| Michael joseph Beaman | Option 2 is best. The others inconvenience people too much. People need direct routes to important places as much as possible. Too many transfers and they'll just drive. Public transit needs to be shown as a better option than driving. Get people out of their cars as much as possible. | Option 2 |
| Mark Morataya | Michael Joseph Beaman I'm going with option 2. | Option 2 |
| GoGetta Montana | #2 | Option 2 |
| Joshua Fruhlinger | Has the opening of the connection between the K and the C now been pushed back to 2024? For a while Metro was saying that the connection would open in late 2023, with LAX/MTC opening in 2024. | NPE |
| Mark Bonilla | Option 2, if C Line could also extend east to Santa Fe Springs and north to Santa Monica | Option 2 |

| Commenter | Comment | Preferred Option |
|-------------------------------|---|------------------|
| Christian Anthony Horvath | Option 2 | Option 2 |
| Maksymilian Ormianin | 2 sounds logical, yet I don't understand why C shouldn't go all the way to Expo. I don't know how the track layout is like at LAX, but I guess it would be better to allow people to use transit with least changes possible. For that see Munich's U-Bahn as an example, many lines run parallel with each other | Option 2 |
| Ken Francis | Make the trains clean and safe, otherwise the ridership you want will not use the system. | NPE |
| Lance Mako Linden | This is long overdue Why doesn't the K Line go directly into LAX?? it's just poor planning on the city and Airport Authority's LAWA's part other cities have had rail to their airports for years just look at SFO DFW NRT HKG LHR OSL ARN JFK CDG PDX SEA all these other cities have a direct rail line to their Airport | NPE |
| Metro Los Angeles | Lance Mako Linden Long long story there that played out in planning this. Building the K Line or a spur line either under the airport or threading it through the airport would have been difficult. Ultimately the decision was made that a people mover linking to our system was the best way to go. I think it will work well and make it easy to get from new LAX/Metro Transit Center station to the airport terminals. ^SH | NPE |
| David James Henry | Metro Los Angeles Whoever was in charge of LAX in the 30s should have implemented a rail connection. But that's coulda woulda shoulda thinking. The people mover is an excellent upgrade to what we have now. | NPE |
| Ferez Khavarian | Lance Mako Linden when I visited SFO. I loved how the BART picks right up at the airport. Easy transfer with such heavy luggage. | NPE |
| Jimmy Gottlieb | Lance: JFK doesn't have direct rail. It also has a (very expensive and slow) people mover 🙄. HND here in Tokyo used to just have a monorail, but direct real rail was added some years ago. | NPE |
| Alissa Kate Moore | Honestly it's ridiculous that the you can't go directly from dtla to lax on the metro, too many transfers | NPE |
| David James Henry | Alissa Kate Moore After this part of the track is finished, it will be one (1) transfer from the K Line to the E Line. | NPE |
| Riker Muley Bono JohnnyKasitz | Avoid all rail to LAX, extend only 3 miles on of Red line to Burbank Airport done... | NPE |
| RoseAnn Zirpoli | 3 stabbings in 1 week near red line DO BETTER | NPE |
| Martin Nemeth | Get your act together with the existing lines before any more expansion. | NPE |
| Keke Jones | Michael Fetaru | NPE |
| Michael Fetaru | Keke Jones C Line all the way | NPE |

| Commenter | Comment | Preferred Option |
|--------------------------|--|------------------|
| Moss Mini | Strong strong riding. https://www.foxla.com/.../4-wanted-in-mans-alleged-hate... | NPE |
| Jairon Torres | P. T. | NPE |
| Israfael Diaz | Let build a rail road to eat la where people won't use it at all sold! | NPE |
| Ben d'Abo | ? | NPE |
| Edgar Luna | Korina Solis | NPE |
| Korina Solis | Edgar Luna I like K line 😊 | NPE |
| Cris Kun | Keep the green line how it is and end the K line on redondo Beach best option! Metro Los Angeles | Other |
| Mark Morataya | Cris Kun I agree | NPE |
| Joseph R. Dutra | Yay...another post having nothing to do with making trains, stations, buses safer for passengers. Metro Los Angeles is a complete joke. | NPE |
| Wendy Moto | Joseph R. Dutra This country doesn't, and never will, know how to do public transportation right. That's one of the main things I envy when I travel to Australia. | NPE |
| David Manciat | Joseph R. Dutra I've been to some of their Board Meetings and you need to telephone in or go in person. Last Operations meeting two board members invited this Organization that was advocating for removal of police and that we should let vagrants alone. I was the only one that was asking for cleaner/ safer and stronger police presence. | NPE |
| Michael Stocker | Since it's not looking like the K Line will be extended down to the C Line until the end of the upcoming NFL season, you should add a Sofi Stadium Shuttle route between the Downtown Inglewood Station and Sofi Stadium for the 2023 NFL season. | NPE |
| Allen Carter | Michael Stocker This would have also helped greatly for WrestleMania 39 last weekend at So-Fi. Without this shuttle connection, the only other use that the current K Line segment has outside of The King Day parade, is to go to the original Randy's Donuts. | NPE |
| Wayne Wright | Michael Stocker You know that Inglewood is Building a People Mover from Downtown Inglewood Station to So-Fi. | NPE |
| Michael Stocker | Wayne Wright I know. But until it's finished they need a Sofi Stadium Shuttle route between the Downtown Inglewood Station and Sofi Stadium. | NPE |
| Author Metro Los Angeles | Michael Stocker Definitely something we want to do. One ongoing challenge has been staffing it properly -- we also need to ensure that all our bus routes across the county are adequately staffed. ^SH | NPE |
| Michael Stocker | Metro Los Angeles starting in the 2023 NFL season, you should also have a shuttle between Los Angeles Union Station and Sofi Stadium. Have this shuttle start taking people from Los Angeles Union Station to Sofi Stadium 3 hours before the scheduled start time of every Rams home game and every Chargers home game. Have buses leave Los Angeles Union Station for Sofi Stadium every 20 minutes with the first | NPE |

| Commenter | Comment | Preferred Option |
|-----------|--|------------------|
| | <p>bus leaving Los Angeles Union Station for Sofi Stadium 3 hours before the scheduled start time of every Rams home game and every Chargers home game and the last bus leaving Los Angeles Union Station for Sofi Stadium at the scheduled start time of every Rams home game and every Chargers home game. Then after the end of every Rams home game and every Chargers home game, have the buses take people from Sofi Stadium to Los Angeles Union Station on a continuous basis (each bus leaving once it's full) with the first bus leaving Sofi Stadium for Los Angeles Union Station at the end of every Rams home game and every Chargers home game and the last bus leaving Sofi Stadium for Los Angeles Union Station 2 hours after the end of every Rams home game and every Chargers home game (have the last bus that leaves Sofi Stadium for Los Angeles Union Station leave Sofi Stadium for Los Angeles Union Station 2 hours after the end of every Rams home game and every Chargers home game regardless of how full or empty the bus is).</p> <p>So that it does not interfere with Dodger Stadium Express bus service, at Los Angeles Union Station have this bus pick up and drop off fans at Bay 3 of the Patsaouras Transit Plaza (which is where the Dodger Stadium Express used to pick up and drop off fans before it moved to the Historic side of Los Angeles Union Station).</p> <p>The pregame route this shuttle will take non-stop from Bus Bay 3 of the Patsaouras Transit at Los Angeles Union Station to Sofi Stadium will be via turning right on Vignes street, then taking Vignes Street to the northbound 101 freeway on-ramp, then merging onto the northbound 101 freeway, then taking the northbound 101 freeway to the northbound 101 freeway/southbound 110 freeway interchange, then taking the regular southbound 110 freeway to the southbound 110 freeway Metro Express Lanes, then taking the southbound 110 freeway Metro Express lanes to the southbound 110 freeway Metro express lanes/westbound 105 freeway HOV lane interchange from the southbound 110 freeway Metro Express lanes to the eastbound 105 freeway HOV lane, then exiting the eastbound 105 freeway HOV lane when legally able to do so, then taking the Prairie Street exit, then turning left onto Prairie Street, then taking Prairie Street to East Arbor Vitae Street, turning right onto East Arbor Vitae Street, and then taking East Arbor Vitae Street to the Sofi Stadium bus loading zone to discharge the fans.</p> <p>The post game route this shuttle will take non-stop from the Sofi Stadium bus loading zone to bus bay 3 of the Patsaouras Transit Plaza at Los Angeles Union Station will be via turning left onto Prairie Avenue, taking Prairie Avenue to Imperial Highway, turning right on Imperial Highway, taking Imperial Highway to the eastbound 105 freeway on-ramp, merging onto the eastbound 105 freeway HOV Lane and entering it when legally able to, taking the eastbound 105 freeway HOV Lane to the eastbound 105 freeway HOV Lane/northbound 110 freeway Metro Express lanes interchange, taking the northbound 110 freeway Metro Express lanes, taking the regular northbound 110</p> | |

| Commenter | Comment | Preferred Option |
|-------------------|--|------------------|
| | <p>freeway to the northbound 110 freeway/southbound 101 freeway interchange, taking the southbound 101 freeway to exit 2A toward Alameda Street/Union Station, turning left onto E Commercial Street, turning left onto Center Street, continuing straight, and then turning left into the Patsaouras Transit Plaza and heading over to bus bay 3 to discharge the fans.</p> <p>Since the Metrolink trains, Flixbus buses, Megabus buses, Greyhound buses, Amtrak trains, and Amtrak thruway buses (all of which go into and out of Los Angeles Union Station) run less frequently than the Metro Rail, Metro bus rapid transit, local Metro buses, and local non-Metro buses, this non-stop shuttle service between Los Angeles Union Station and Sofi Stadium will make it so that people going to and from Sofi Stadium for Rams home games and Chargers home games via Metrolink trains, Flixbus buses, Megabus buses, Greyhound buses, Amtrak trains, and Amtrak Thruway buses will have a better chance of making it to the game on time and then after the game catching their Metrolink train, Flixbus bus, Megabus bus, Greyhound bus, Amtrak train, or Amtrak Thruway bus back than they would if they had to take other transit in addition to one of the current Sofi Stadium Shuttle routes operated by Los Angeles County Metropolitan Transportation Authority or Gardena Transit. The Sofi Stadium Shuttle between Los Angeles Union Station and Sofi Stadium will also connect at Los Angeles Union Station to the B Line, D Line, L Line, J Line, and many other local Metro and non-Metro buses in addition to 3,000 parking spaces. So due to the connections to Metrolink trains, Flixbus buses, Megabus buses, Greyhound buses, Amtrak trains, Amtrak Thruway buses, the B Line, the D Line, the J Line, the L Line, many other local Metro and non-Metro bus routes, and 3,000 parking spaces this Sofi Stadium shuttle route that will go non-stop between Los Angeles Union Station and Sofi Stadium is sure to be at least as popular as the Gardena Transit Sofi Stadium Shuttle route that goes non-stop between the Harbor Gateway Transit Center and Sofi Stadium for every Saturday and Sunday Rams home game and every Saturday and Sunday Chargers home game.</p> | |
| Mitch Dorf | Michael Stocker People mover? Why wasn't a station just made there? 161,000 people visited Sofi this past weekend and they KILLED it with \$70+ parking. Hmmm, there's your answer. | NPE |
| Philippe Joffe | We did this last month. | NPE |
| David James Henry | Philip Joffe it's a continuous process to ensure that more people have a voice | NPE |
| Brian Carrol | Option 2 👍 | Option 2 |
| Mark Morataya | Brian Carroll me too. | Option 2 |

Facebook Post: Take our new survey on the C and K Line Operating Plan!
Posted April 14

Preferred options expressed:

Option 1: 0
Option 2: 1
Option 3: 1
Other: 1
No preference expressed (NPE): 16

| Commenter | Comment | Preferred Option |
|------------------|--|------------------|
| Max Rico | Option 2 for sure. Keep the K Line as a north-south backbone of the system, particularly when it extends into Hollywood 🤔 | Option 2 |
| B Rene Poydras | Option #3. It provides two lines of service along the 105 frwy, within the heavily ridden section of the 105 freeway between Aviation/LAX and A Line Willowbrook. | Option 3 |
| Tony Hoover | Right in front of the metro station. Coincidence? I think not. https://ktla.com/.../1-shot-in-the-head-on-hollywood.../... Person shot in the head on Hollywood Boulevard, suspects at large | NPE |
| Julia Matulionis | Does it ask if we like the letters more than the colors? Because I hate it 🤔 so confused | NPE |
| Dennis Sosa | Julia Matulionis We went to letters because as the system grows, colors get fuzzy, and also letters are better for color blind people. They're still keeping colors, along with letters. | NPE |
| Julia Matulionis | Dennis Sosa color blind people can still read the names of the lines though. It's not like the signs don't say gold line purple line etc | NPE |
| Dennis Sosa | Many of the signs did not say "BLUE LINE" etc. also, it's simpler a big bold "A" in blue or with a blue background. 🤔 | NPE |
| John Walker | Metro - please make the system safer. The stories on crime are driving people away. | NPE |
| Richard Torres | Metro is working so hard in building a better and safer projects for the public. | NPE |
| Ben Herndon | Nothing about schedules at Lincoln/Cypress on monitors or ticker. | NPE |
| Hal Corbo | Better option: build another connector to expo line & run a South Bay- LAX- Downtown LA- East LA option. Union Station to LAX makes the most sense. | Other |
| Ildefonsi Sosa | All the homeless and people sleeping on the Metro we donot find place to seat | NPE |

| Commenter | Comment | Preferred Option |
|--------------|--|------------------|
| Edgar Luna | Korina Solis | NPE |
| T John Edgin | Garbage. Another squandering of taxpayers money to an agency with a proven record of gross mismanagement. | NPE |
| Marc Papas | T John Edgin Another metro post and another immediate vague whinging comment from T John Edgin. What is garbage about this post in particular 🤔? They are trying to figure out the best alignment of a new line to optimize the system. Sounds like proper management to me! | NPE |
| T John Edgin | Marc Papas Wait until it actually starts operations. | NPE |
| Marc Papas | \T John Edgin So it's garbage b/c of what *might* happen in the future 🤔. Sick. I'll look out for it and follow up with you when service begins so we can evaluate it's performance. | NPE |
| Michael Dyer | I would like my public transportation a little less stabby👤 | NPE |
| Uriel Campos | What you need is a plan to reduce crimes and people getting stabbed 🗡️🩸. Blood is in your hands. | NPE |

Facebook Post: Public meeting on C & K Lines operating plan on Wed at 6:30pm at Hilton Garden Inn Posted 4/26/2023

Preferred options expressed:

| | |
|--------------------------------|----|
| Option 1: | 2 |
| Option 2: | 10 |
| Option 3: | 3 |
| Other | 1 |
| No preference expressed (NPE): | 18 |

| Commenter | Comment | Preferred Option |
|--------------------|---|------------------|
| Hal Corbo | Option 4. Build a tunnel connector to the expo line. Run a South Bay - LAX- Downtown LA - Union Station - East LA train. It would be a one stop from Union Station to LAX. | Other |
| Dan Gutierrez | Option 3 doesn't penalize existing El Segundo workers who use C to reach A. | Option 3 |
| David Keenan | I like Option 2 -- looks more like a "corridor service" that could be extended in both ends 😊 | Option 2 |
| Mark Morataya | David Keenan ME too | Option 2 |
| Joe Rahman | OPTION 1 .More people have fewer transfers.C line can run to the stadiums on game days | Option 1 |
| Kirkle Rama | Stop using the stupid letters! | NPE |
| Bruce Joycelyn | Kirkle Rama hello 🙋 | NPE |
| Christopher Michel | Option 2 please! Then extend the green line from LAX up Lincoln to Santa Monica!! | Option 2 |
| Mark Kelley | Option 2 really makes more sense | Option 2 |
| Mark Morataya | Mark Kelley I agree | Option 2 |
| Ken Ishiguro | Unless railcars are set up to take luggage and most importantly travelers feel safe when well-dressed and with luggage, the Metro won't be attractive to airline passengers. It will be great for airport employees. Trip time from most points in the LA mmetro area to/from curbside at the terminal will often be faster by car. There needs to be dedicated airport express trains from points in the SFV, DTLA, South Bay, OC, IE, etc. Compare to airport trains in London, Tokyo, and Sydney to name a few.... | NPE |
| Hoe Neb | Ken Ishiguro wrong I ride the metro a lot on weekends the travelers do it to save coin maybe in the case of the Japanese they don't care to put up with driving. I use to use the metro and park at the Norwalk station to save parking fees | NPE |
| Alexander Banos | Option 2 is the best. This allows the C Line (Green) to run directly to LAX Airport via I-105 Freeway median, just like LA Metro had envisioned since the 1990's. The K Line can take over the existing C Line route towards | Option 2 |

| Commenter | Comment | Preferred Option |
|------------------|---|------------------|
| | El Segundo and Redondo Beach, basically running along the former Santa Fe Harbor Subdivision tracks. This change of line routes can also allow the C Line to extend north towards Marina Del Rey and Santa Monica, and the K Line to extend south to Torrance. | |
| William Doll II | Option 3 is best. Going west, you have options before the last transfer stop at Aviation/LAX. Going east to Norwalk, any train will work to get you to Willowbrook. I would make both lines end at Norwalk BUT with plans to extend the track to the Santa Fe Springs Metrolink to add a connection to regional rail services. Takes the pressure off Union Station for those who aren't going to DTLA | Option 3 |
| James Dusenberry | If the big question is what route works best with the new LAX connection, you need to work with LAX to get data on what areas of south and east LA county do frequent flyers come from. Otherwise you could design a route that's less convenient for more people who would potentially opt to take Metro over driving to LAX. | NPE |
| Michelle Bradley | James Dusenberry a local (as opposed to an express) line is more likely to attract airport employees than airport passengers. | NPE |
| James Dusenberry | Michelle Bradley Well we didn't just spend several years and billions of dollars just for airport workers to commute via metro, we did it for the millions of passengers a year who pass through LAX. But either way, Metro Los Angeles would need data on where employees live and commute from to make this decision — NOT uninformed public opinion, but data and evidence driven decision making. | NPE |
| Hoe Neb | James Dusenberry you're assuming most took public transportation to get to lax right now only the ones that are economically challenged ride metro to lax and that would remain the case | NPE |
| James Dusenberry | Hoe Neb No, actually, I'm saying Metro is trying to decide the best path for these two lines in relation to the new LAX people mover connection. So the best way to choose an option is not a public forum with everyone giving their own biased opinions, but to instead study who most frequently goes to LAX & where they come from, so they can make the most convenient routes cater to people in those areas, which will get the most number of people out of their polluting/traffic-creating cars and onto Metro instead; which is the entire point of this multi billion dollar project. | NPE |
| Hoe Neb | James Dusenberry I still contend that the only ones who will take metro are the economically challenged or plain cheap. It's still far faster to be dropped off at lax | NPE |

| Commenter | Comment | Preferred Option |
|-------------------------|--|------------------|
| | versus public transport. Also, just basing the study off possible extra revenue to lax without considering existing commute patterns is foolhardy. Besides as there stat shows ridership numbers are dropping. https://isotp.metro.net/MetroRidership/YearOverYear.aspx | |
| Mike Madison | Option 2. East /West and North South with both stopping at LAX. | Option 2 |
| Toni Reger | This will be known as the gang line with all those stops in bad neighborhoods. | NPE |
| Mike Antebi | Toni Reger unhelpful | NPE |
| Hoe Neb | Toni Reger lol, probably a lot of them are your former neighbor from folsom | NPE |
| Andrew Tse | Option 2 is the best. | Option 2 |
| P.K. Moore | Someone please go with option 2! | Option 2 |
| Coaster Kevin | Option 2 | Option 2 |
| Hoe Neb | Option 3 is the right choice. I look at that mismanaged pico station where the a/e line share the same track and all the screw ups with what train is this since not all operators announce their line or the train doesn't display the proper info. At least you have a chance to correct a mistake versus the other options requiring one to backtrack. Also the green line will outweigh usage by the other line since it goes to a major job center in el segundo unless your stats show otherwise | Option 3 |
| Aaron King | Option 1...until the Torrance extension is completed | Option 1 |
| Gabriel Melendez Barton | Option 3 | Option 3 |
| Mike Madison | Gabriel Melendez Barton Curious why? Option 3 provides the least connectivity to LAX. | NPE |
| Dan Gutierrez | Mike Madison - Existing El Segundo workers/commuters who go C to A on the daily do not go to the airport anywhere near as frequently, so a transfer to get to LAX is fine on travel occasions. | NPE |
| Mike Madison | Dan Gutierrez thanks for the response, that's understandable. Would those daily commuters be going more to downtown on the A, or Long Beach? | NPE |
| Dan Gutierrez | Mike Madison - Both! Though, I'm south on A. | NPE |
| Mike Madison | Dan Gutierrez Dan Gutierrez right on. For DTLA I wonder if Option 2 is a good tradeoff by going north to E and then eastbound. For Long Beach commuters from El Segundo I see the issue with #2. | NPE |

Take our new survey on the C and K Line operating plan!

thesource.metro.net/2023/03/30/take-our-new-survey-on-the-c-and-k-line-operating-plan/ Posted, March 30, 2023

| Totals | Number |
|-------------------------------|--------|
| Option 1 | 2 |
| Option 2 | 10 |
| Option 3 | 4 |
| No preference expressed (NPE) | 8 |
| Other | 7 |

| Commenter | Comment | Preferred Option |
|------------------|--|------------------|
| Alan | Option 2 | Option 2 |
| Joshua | Green Line Branches off to Lincoln Blvd to Santa Monica via median. | NPE |
| Alexander | <p>I think this survey's hiding the ball in not mentioning the Option 3 would hurt frequencies both on the K line and the C line past Willowbrook. Lower frequencies on the Crenshaw line would really hurt regional transit as a whole—it connects to higher-ridership bus lines, goes through walkable neighborhoods, has a direct connection to the high-ridership E Line which is similarly important Metro's rail and bus network as a whole. By hurting the Crenshaw line you're basically sandbagging your new, expensive investments in regional transit.</p> <p>Splitting the K Line doesn't work so well either. People won't sit at park-and-rides twice as long for a one-seat ride to El Segundo—why sit in your car to wait longer for a train when you can just take the 105! It also just increases wait times for people who use transit the whole way.</p> <p>A transfer between two more frequent lines at Aviation/Century and LAX is better for the region than forcing both lines to be less frequent. So *please* don't go for Option 3—it might look nice to people on paper but in practice it just makes everyone's trips longer and results large chunks of the K and C Lines working under-capacity while introducing a new bottleneck at Willowbrook. I understand the political reasons for not offering this option but it's malpractice to not explain the operational issues with it.</p> | NPE |
| Michelle Bradley | Option 2 makes the most sense here. It will keep the K as primarily a north-south line and the C primarily an east-west, especially with the extensions planned to the north and south. I would never ride Metro from LAX to DTLA because of the two seat ride. Both Willowbrook and Expo/Crenshaw are not exactly safe places. Metro should have either (1) built a connector to the Expo at Crenshaw and ran a reduced headway into DTLA or (2) built rail on the Slauson alignment to provide a one seat ride from the city center to the airport (like many major world cities do). If I need to go from LAX to DTLA, it's the Flyaway for me | Option 2 |

| Commenter | Comment | Preferred Option |
|---------------------|---|------------------|
| Alexandros Martinez | Option 3. From Redondo Beach, one track takes us to Norwalk, while the other track takes us to Expo/Crenshaw | Option 3 |
| Bill Lam | Option 3 would be strongly better than other alternatives with modifications that the C Line would still run between Norwalk and Redondo Beach, the K line would run between Expo/Crenshaw and Norwalk, and a new Olive Line(whatever that new line letter is) would run between Expo/Crenshaw and Redondo Beach so that riders can potentially avoid transfers at Aviation/LAX(later renamed as Aviation/Imperial) and Aviation/Century just to save more journey time and providing a better one seat ride | Option 3 |
| C. Tran's | I pick option 2 would better alternative optional but I am fine for netural with options 1 and 3. | Option 2 |
| AB | I suggest a modified Option 1 where the C line service also operates to Expo/Crenshaw. While this will cost more, it shouldn't be too much more than Option 3 (which also has redundant service) but would increase service on the primary route from LAX to downtown (and to most of the rest of the transit network). It would also increase service along the Crenshaw line's denser areas, including future connectivity at Inglewood while also preserving a one-transfer ride to downtown LA from the Redondo Beach segment. After so much capital investment there really needs to be sufficient investment in service to provide capacity and attract riders. | Other |
| cliffj4075 | I like the idea of a three-line service. As a San Diego based transit nerd, I notice when looking at cities with older and more extensive transit routes often have two lines that share the same route up to a certain point before branching off into their respective destinations. I think that's something LA should always especially since they short sidedly did not make a Vermont avenue spur for the red and purple lines. Because as Steve H. editor said, 'In the future things will change. | Other |
| Javier Jr Giron | Option 4 finals will take C Line From Norwalk to Redondo Beach and K Line Expo/Crenshaw E Line Station to Norwalk for make planning by 2024 for final planning. | Other |
| Pat | #2 would make it a bit faster for most people west of DTLA to get to the Redondo Beach area – and eventually Torrance, with the extension. I don't know what the ridership predictions might be, but option 3 could possibly result in overcrowding at the Willowbrook/Rosa Parks station, as well as on A Line trains accepting the additional transfers. | Option 2 |
| Sean Hakam | Option 2 but extend the K line all the way to Expo/Crenshaw to increase the frequency for north/south | Option 2, other |
| Morris I Warren | Will TAP validators be needed for transfers between the K and C lines? | NPE |
| Thomas Axberg | Option 2 would encourage me ride the metro line more. | Option 2 |

| Commenter | Comment | Preferred Option |
|--------------------|--|------------------|
| Kristopher W | All of these alternatives are contingent on the caveat that you ensure the safety of the riders. I ride from Hyde Park (k) to DTLA (expo) 4 days a week. I'd love a direct connection to redondo beach. There are still way to many incidents of threats, borderline violence, obvious drug use, people smoking, people passed out, homeless sleeping on the seats, etc on all of these lines. I have recently noticed an increased police presence, which I think is helping. But it's still scaring people away. | NPE |
| Tanner Vandenbosch | What would the proposed frequencies look like with the interlining? | NPE |
| TimW | Option 3 would be better compromise to go to Redondo from Norwalk from using the existing route for Line C, Greenline. You can switch trains from Aviation/LAX instead of going further up to Aviation/Century. | Option 3 |
| fine7760 | Option 3 maintains the current operation of the "C" line while extending the "K" east along the majority of the "C" line right of way. In addition it allows the Redondo Beach segment to also be tied into the northbound "K" line in the future. This is an excellent advantage to prove the MTA is a professional operating agency and not the amateurs they have proved to be currently. | Option 3 |
| Ricky Courtney | I thought the Westchester/Veterans station was going to open in Fall 2023 (per kline.metro.net) — has the opening been delayed to 2024 or is that a typo? If not, please update your site, the inconsistency in messaging is frustrating. | NPE |
| Dave | Option 2 – The Crenshaw Line was sold as a North-South Line, so I expect that to continue as a North-South Line from Hollywood (Possibly Sylmar via Valley connection to Van Nuys Line) to Torrance. The Green Line was also sold as an eventual Santa Monica extension. Option 2 will allow for such an extension to become a reality. Ehh, I'll be out of LA before any of that is ever a reality. Still, option 2 | Option 2 |
| Albert Carello | Badly needed transportation expansions due to forever worsening freeway congestion. The Pacific Electric should have never been discontinued and should have had a transit agency funding source. | NPE |
| Mark R Johnston | My choices in order would be #2, #1, then #3. If the K line finally gets to Torrance and then the northern end gets to Wilshire, and ultimately Hollywood, it would create another major north/south line to connect all the east west lines we have (Green, Expo, Wilshire). I believe more people will go to LAX than Torrance on the C line (heavily employees of the airport). The folks that still need to go Redondo will still have to transfer at Century which is ok as I don't think that station will be as busy as say making the transfer at LAX transfer station | Option 2 |
| MarkJB | There should be a fourth alternative: a 3-line service Norwalk-Expo/Crenshaw, Norwalk-Redondo Beach, and Expo/Crenshaw-Redondo Beach. This would provide balanced headways and give all riders access to all stations on a 1-seat ride. | Other |

| Commenter | Comment | Preferred Option |
|-----------------|--|------------------|
| Marshall Knight | That would make too much sense! Unfortunately Metro did not design the ROW to accommodate the frequencies necessary to interline two services between LAX and Expo/Crenshaw, so per tradition, we get to choose between several inferior alternatives. | Other |
| Clifford Jones | Excellent idea!!! | Other |
| Christian Fort | I also wish this was possible. But power constraints cancelled this possibility. | Other |
| Justin Yen | Isn't the E Line supposed to say East LA as it's destination & have it's symbol colored gold instead of the current aqua color? | NPE |
| Jose Escobar | Option 1 or 2 would work well. The new LAX/Transit Center Station is being built with 3 platforms and spur tracks, which is ideal for the C Line to turn back to Norwalk (Option) or Redondo Beach (Option 1). It would also give travelers up to 3 direct no-transfer destinations to choose from. | Option 1 or 2 |
| d | OPTION 1 | Option 1 |
| Con G | Option 2. Once the green line is extended further south from its current terminus, there will be more ridership demand and it will be important to have a more north / south oriented line running from the south bay to mid city and Hollywood. The current C line would be the east / west service which connects the north / south lines and metrolink (whenever its extended to norwalk / santa fe springs station) though ideally there should be all 3 directions as another commenter pointed out. But for now, given the proposals, option 2 makes the most sense from a route layout and transit grid perspective. Also, this allows the current C line to continue northwest potentially as a line along Lincoln Blvd. towards Santa Monica if the BRT plans are ever converted to LRT. So LAX transit centre would become the key transfer point between the northwest / east line and the north / south line per se. | Option 2 |

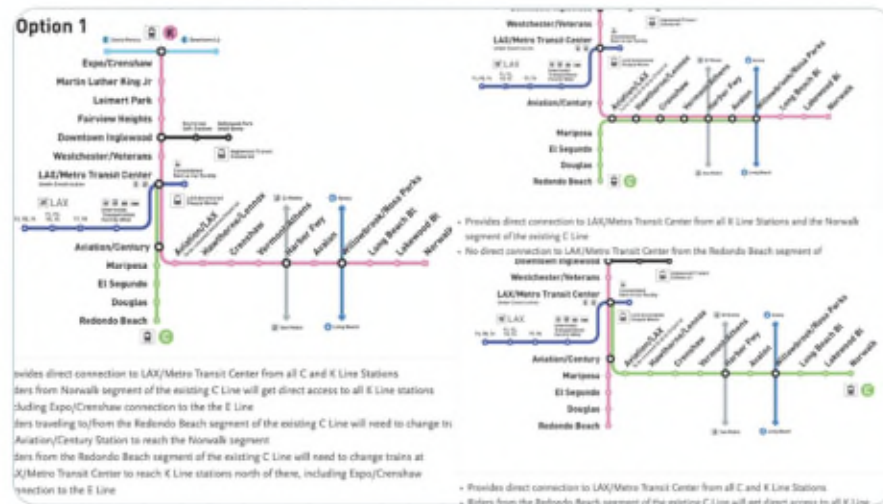
Twitter post – April 30, 2023



We've added a virtual-only community meeting this Tuesday, May 2, at 6:30 p.m. to learn more about the 3 options for the C & K Line operating plan.

To participate: metro.la/pxIH50NYLHS or log in with Zoom ID 828 1732 7235

The options we're looking at are below.












7:00 PM · Apr 30, 2023 · 15.6K Views





















(Multiple posts, compiled responses related to operating plan) Preferred options expressed:

| | |
|--------------------------------|----|
| Option 1: | 1 |
| Option 2: | 16 |
| Option 3: | 1 |
| No preference expressed (NPE): | 3 |

| Username | Comment | Preference |
|--|--|------------|
| Mobility For Who? | Option 2 FOR SURE | Option 2 |
| Miguel Garcia | Option 3 | Option 3 |
| #stopcopcity @kdeleon - Pardon my typos | Option 2 is looking like the best. No need to double up on the rail and make an unnecessary connection like in option 3. | Option 2 |

| Username | Comment | Preference |
|---|---|------------|
| |  #stopcopcity 🙌 @kdeleon - Pardon my typos @UncommonSENSEx Option one is great. However, the community of Inglewood is STRONGLY opposed to the Inglewood connector. Disenfranchisement of 40+ business to cater to oppressive elites in the entertainment industry. 2:19 PM · Apr 15, 2023 · 213 Views | |
| @averyhatestwt | agree | Option 2 |
| Lighten Up Francis | It isn't going to be option 2 folks | NPE |
|  Aaron 🇺🇸 🇩🇪 🇬🇧 🇦🇺 🇨🇦 🇵🇪 @rhysrenouille Option 1 is *terrible*, it would kill ridership down El Segundo Blvd and beyond. I used to commute to El Segundo from KTown via Purple/Blue/Green and Option 2 seems like it's the only one that doesn't make a hash of South Bay transit below LAX. 12:12 AM · May 1, 2023 · 130 Views | | Option 2 |
| Gus Snowdon | yeah | Option 2 |
|  the they/them causing may/hem @kyliesparks 3 is just asking for beyond two free transfers and is ridiculous to be honest. Fan of 2, hoping to be able to attend Tuesday 8:10 PM · Apr 30, 2023 · 213 Views | | Option 2 |
|  Isles of Mets//Bristol//#LGM @islesofmets Option 2 seems like the best bet, you have both lines accessing LAX/not feel like a Shuttle. However, down the road, the smoking, and drug use should be relocated to designated surface street areas. I felt sick after riding LA Metro B & D Lines when I was visiting last month. 10:42 PM · Apr 30, 2023 · 159 Views 5 Likes | | Option 2 |
|  Danny 🌟 @Musicnerddanny Option 2 would be best because it requires only 1 transfer from the South Bay to DLTA and the west side, plus providing a 1 seat ride to LAX from all 3 directions. 2:54 AM · May 1, 2023 · 212 Views | | Option 2 |
|  Roberto Ignacio Díaz 🇵🇪 @robertissimus Option 2, please: nothing like a straight line, plus it makes it easier for people to travel between USC and the South Bay. 9:34 PM · Apr 30, 2023 · 197 Views | | Option 2 |
| J @train_enjoyer69 | Option 2 for a coherent North-South Corridor plz | Option 2 |

| Username | Comment | Preference |
|--|---|------------|
| <div><div></div><div><div>Mike Ayala</div><div>@ExtraMayonaise</div></div></div> <div><p>Option 2. K line should only operate N & S (less confusing). While also giving riders coming from Norwalk (green line) the opportunity to go directly to LAX center. Let's not share tracks between different lines (option 3), this will confuse riders especially when they are limited on time to make it the nations 5th busiest airport. Also, having green line operate between 6 stations is foolish.</p><div>9:36 PM · Apr 25, 2023 · 98 Views</div></div> | Option 2 | |
| Lighten Up Francis | Expo Crenshaw is heading to Norwalk everybody. Everything else is ancillary. | NPE |
| Latesha Parker | I like Option 2 map | Option 2 |
| Jan | Option 2 plsss South Bay needs better north-south rail service | Option 2 |
| The they/them causing may/hem | Metro folks, are we in agreement 2 is the best option because it streamlines transfers? For example, if I wanted to go to LAX or Intuit I hop Red-Expo-K and then pick the regional connector of my choice? | Option 2 |
| Jose Alberto Hermosillo | 2 is the best option | Option 2 |
| Miguel Garcia | Option 1 | Option 1 |
| <div><div></div><div><div>Edsterr</div><div>@Edsterr5190</div></div></div> <div><p>I say Option 2 is better, sir/ma'am! (Let me run the poll real quick)</p><div><div>Option 1</div><div>Option 2</div><div>Option 3</div></div><div><div>5.7%</div><div>89.7%</div><div>4.6%</div></div><div>87 votes · Final results</div><div>2:28 PM · Apr 15, 2023 · 352 Views</div></div> | | |
| <div><div></div><div><div>Sina K.</div><div>@Sinakarachiani</div></div></div> <div><p>Option #2. More easily connects LA and the beach cities and is a straightforward north-south line.</p><div>6:20 PM · Apr 15, 2023 · 247 Views</div></div> | Option 2 | |

| Username | Comment | Preference |
|---|---|------------|
|  Arthur Lewis III 🇺🇸 🇯🇲 🇵🇸 @arthurlewisiii | <p>Option 1 makes sense but it means extending the 4 platforms in the South Bay to handle 3 car trains. Option 3 would be the least disruptive but cost the most to operate.</p> <p>9:30 PM · Apr 23, 2023 · 117 Views</p> <p>      </p> <p>  M Tweet your reply  </p> <p>  Mr G @MrG59845239 · Apr 24 They could just run only two car trains for the C line shuttle, couldn't they? And run three cars on the K. Which would make it easier at the shared stations to identify which are which. Right? <p>  1    34  </p> </p> <p>  Arthur Lewis III 🇺🇸 🇯🇲 🇵🇸 @arthurlewisiii · Apr 24 They could, and that would eliminate 2. So between 1 and 3, I think they would go with 3. <p>     9  </p> </p> | NPE |



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

May 17, 2023

The Honorable Ara J. Najarian, Chair,
Members of the Metro Board of Directors
Los Angeles County Metro
One Gateway Plaza
Los Angeles, CA 90012-2952

Re: C and K Line Operating Plan

Honorable Chair and Metro Board Members,

Metro's Service Councils are appointed by the Metro Board to review and approve bus service changes. They also offer monthly opportunities for the public to engage with Metro about service, policies, and programs. The Gateway Cities Service Council (GWC) Service Council received an overview of the options being considered at our April meeting. Based on this discussion, at our May 11, 2023 meeting, our Council adopted the following resolution to support Option C-1 for the C and K Line Operating Plan and formally inform the Board of Directors of our position:

Whereas LACMTA construction efforts to expand the Metro Rail network will soon result in the completion of two new stations on the southern portion of the K Line;

Whereas the Metro K Line was funded by the residents of Los Angeles County to enhance connections to and between some of the region's most important job centers and travel destinations for transit-dependent households, including:

- LAX
- The Inglewood Entertainment District
- The Crenshaw Corridor

Whereas completion of K Line construction will allow service to directly connect stations on the existing C and K Lines, as determined by Metro's ridership needs;

Whereas currently the C Line provides east-west service for and between multiple communities in the Gateway Cities region, such as Willowbrook, Lynwood, South Gate, Paramount, Downey, Norwalk; and numerous nearby cities;

Whereas the Metro network's high past and current weekday ridership is driven by Los Angeles County commuters, particularly workers designated as "essential," and serves to connect transit-reliant populations to economic opportunity;

Be it resolved that the Gateway Cities Service Council recognizes that investments in the Metro Rail network can positively benefit the mobility of local equity populations;

Page 2
The Honorable Ara J. Najarian
May 17, 2023

Further resolved that a one-seat ride to bring Gateway Cities riders from their current points of origin to current K Line stations and transfer points to E Line stations and western C Line stations would enhance travel for many current customers;

Further resolved that the operations Alternative C-1 presented by Metro staff to the Board of directors serves travel from the eastern Gateway Cities in this direction;

Further resolved that the C-1 operational configuration is compatible with the present-day travel patterns of many residents of Metro's equity communities;

Further resolved that Metro should invest in effective and equitable economic recovery in frontline communities by accelerating travel from low-income neighborhoods to jobs and essential services;

The Gateway Cities Service Council calls upon the Metro Board to give preference to Alternative C-1.

We hope that the Metro Board will take the concerns of our region into consideration and select Option C-1 as the alternative for the full operation of the C and K Lines. Our Service Council stands ready to continue to work with Metro to address community transportation concerns and improvements.

Sincerely,



Danny Hom
Chair, Gateway Cities Service Council



Maria Davila
Vice Chair, Gateway Cities Service Council

cc: Stephanie Wiggins

Daniel K. Horn
16815 Maurice Court
Cerritos, CA 90703
April 29, 2023

LACMTA Board of Directors
Los Angeles, CA

Dear Board,

You have the chance to configure the connection linking the Metro C Line between Norwalk and the South Bay and the K Line between Expo/Crenshaw and the LAX area. Option 1, which provides a one-seat ride to the airport transfer for the maximum number of stations while opening up the most economic opportunity for regular riders, is clearly the most intelligent choice presented to the Board. I am one of many regular riders who rely on rail to accelerate my long trips to the Westside; I have tolerated the painstaking process of riding and making multiple transfers for years, even prior to joining the Metro Gateway Cities Gateway Service Council (2019) with hopes I could improve the system.

Communities south and east of the Los Angeles job centers desire and deserve more accessible travel patterns to go to where opportunity is most present. Unlike the preponderance of communities west of the 405 Freeway, these Gateway Cities have not yet fully benefited from regional investments in tech, new media, and the vast resources of institutions like UCLA. Choosing Option 1 would accelerate connections between lower-income communities and the Westside and remedy some of the difficult choices that were made during planning of the original Green Line.

The payoff would be immediate; ridership at Hawthorne/Lennox, Crenshaw, Vermont/Athens, Willowbrook, Long Beach, Lakewood, etc. is already impressive, and you only have to invest in our region for it to be better.

Option 2 is an undesirable snub of Black and brown communities east of the K Line. Its primary appeal is to choice riders, but their needs should not be met on the backs of working-class commuters. Ridership from origin points west of Aviation/LAX is unimpressive and the simple fact is that Metro should help the most people with the most need go where they need to go most, now.

Please select Option 1.

Yours sincerely,



Daniel K. Horn

Gateway Cities Service Council, Chair

ROBERT S. WOLFE

Bob.Wolfe@outlook.com

May 30, 2023

Joseph Forgiarini, Senior Executive Officer, Metro Service Development & Planning
Los Angeles County Metropolitan Transportation Authority
1 Gateway Plaza
Los Angeles, CA 90012

Comments on C & K Line Operating Plan

Dear Mr. Forgiarini,

I write to explain why I support Option #2 (Alt. C-2) as the best alternative for operation of the C & K Lines to meet Metro's transit objectives.

Metro's C & K Operating Plan Update itself provides reason enough for choosing Option 2:

"Combination of the existing K Line, the C Line west of Aviation/LAX Station, and the Torrance and Hollywood extensions creates an easy-to-understand north-south corridor that matches overall regional travel demand."

(Emphasis added.)

This is precisely what is needed – both now and in the foreseeable future – an "easy to understand" north-south light rail system from the South Bay to the Westside – an area which parallels the iconic, and much-maligned I-405 corridor.

Here's why.

Metro's 2022 I-405 Comprehensive Multimodal Corridor Plan ("CMCP") describes the I-405 corridor as having "staggering levels of traffic congestion" – among the highest in California and the U.S., with "crippling traffic congestion and delay." (CMCP, pp. 5, 67.) Indeed, the Metro K Line was developed in part as a "near-term" effort to reduce the I-405 Corridor's unsustainable congestion. (*Id.*, p. 8.)

Not surprisingly, the Corridor's arterials like Sepulveda Blvd., La Cienega Blvd., La Brea, etc. are themselves heavily congested, not just during peak travel periods, "but around the clock, causing travelers to spend a significant amount of additional time in their cars," leading to environmental degradation and a diminished quality of life. (*Id.*, p. 69.)

ROBERT S. WOLFE

Comments on C & K Line Operating Plan
May 30, 2023
Page 2

In like fashion, the final EIR for the K (Crenshaw-LAX) Line emphasizes “the lack of north-south mobility. Major sections of the arterial network in the corridor are at or near capacity, resulting in severe congestion and a bottlenecked corridor.” (Final Crenshaw-LAX Line EIR, Aug. 2011, p. ES-8.)

“The corridor currently has poor connections to the regional transportation system, as there are no north-south high-capacity transportation connections within the corridor. This limits mobility and transportation choices.” (*Id.* at p. ES-9.)

Echoing these concerns, the draft EIR for the C Line extension to Torrance, released in January 2023, identifies as a project objective “[p]roviding an alternative mode of transportation for commuters traveling along congested arterials and I-405” and “[r]educing air pollution and greenhouse gas emissions by making transit a more viable transportation choice.” (C Line Draft EIR, p. 2-5.)

In the immediate term, Option #2 creates a viable 12-station light rail line from Redondo Beach to the E (Expo) Line. This has the best potential for attracting new ridership to Metro and thereby reducing VMT.

Equally importantly, Option #2 will serve as a catalyst to crystallize political and public support for one-seat light rail service from Torrance to Hollywood through southern and northern extensions that now are in the EIR stage. Such light rail service can be a game changer from the standpoint of sustainability and for attracting new public transit users.

By contrast, Option #1 may have the opposite effect by defeating the goal of “seamless” rides in Metro’s 2020 Long Range Transportation Plan. It creates what would be Metro’s shortest light-rail transit stub from Redondo Beach to the 96th St / LAX station. Riders to / from the South Bay would be required to make at least 2 transfers, if not more, to reach job-rich destinations like Culver City, Santa Monica, USC or Downtown L.A.

I fear that such a light rail stub would send the wrong message to potential transit users – that they at most are entitled to substandard transit service. According to the CMCP, uncompetitive transit travel times, network gaps and lack of viable alternatives, are leading reasons why transit ridership remains low in communities within the I-405 corridor. (CMCP, p. 71.)

Option #2 still provides a one-seat 12-station service from Norwalk to the 96th St. / LAX station. If possible, it would be preferable if this service could be extended to the Downtown Inglewood station, with its future connection to the Inglewood Transit Connector, either at all times or during sporting events.

ROBERT S. WOLFE

Comments on C & K Line Operating Plan
May 30, 2023
Page 3

Anticipated construction of the Santa Ana Branch Line also will provide C line transit users in Aviation / Imperial Highway-Norwalk segment additional north-south connections besides those available on the A, J and K lines.

I initially supported Option #3 when proposed as a 1-year pilot plan in 2018 and so testified before the Metro Board. The viability of this plan, however, has been overtaken by events, including increased operating costs, and the inconvenient transfer requirements, both for riders from Redondo Beach to the 96th St. / LAX Station and from Norwalk to Redondo Beach.

Thank you for your consideration of these matters.

Very truly yours,

A handwritten signature in blue ink that reads "Bob Wolfe". The signature is written in a cursive, flowing style.

Writer's background: For informational purposes, I am an engaged and active Metro rider, who actively campaigned for passage of Measure "M" in 2016 and who regularly uses the C, K and J Lines. I am a board member of the L.A. Metro Community Advisory Council and the Metro South Bay Service Council. I also am a board member of Public Counsel, the largest pro bono organization in the U.S., and serve as a Civil Service Commissioner for the City of Hermosa Beach. I write purely in my individual capacity, and do not purport to represent the views or opinions of any of the above-mentioned organizations.



Metro would like to hear from you!

The C Line (Green) and K Line can be redesigned when the portion of the K Line between Westchester/Veterans and Aviation/LAX stations open for service in late 2023. A new station will also be added around the end of 2024 to connect to the new LAX People Mover (APM).

Scan the QR code below to take a quick survey showing three options for new C and K Lines that were previously considered.

Your input on these options will help advise the Metro Board as they make a final decision on how to operate the C and K Lines once they are joined.

Join us for a Community Meeting in person or via Zoom.

Zoom info below will be the same for all three meetings:

ID: 897 6447 0425#

Passcode: 546462#



Monday, April 24 at 6:30pm

Norwalk City Hall
12700 Norwalk Blvd,
Norwalk, CA 90650

Wednesday, April 26 at 6:30pm

Hilton Garden Inn
2410 Marine Ave,
Redondo Beach, CA 90278

Saturday, April 29 at 10am

Magic Johnson Recreation Center
12645 Wadsworth Av,
Los Angeles, CA 90059

You can also take the survey by visiting metro.net/CandKLineOperatingPlan or by calling 323.GO.METRO.



**Thanks for
going Metro.**



¡Metro quiere saber de usted!

La C Line (Green) y la K Line se pueden rediseñar cuando la parte de la K Line entre las estaciones Westchester/Veterans y Aviation/LAX abra para el servicio a fines de 2023. También se agregará una nueva estación a fines de 2024 para conectarse al nuevo Automated People Mover (APM) de LAX.

Escanee el código QR a continuación para tomar una encuesta rápida que muestra tres opciones para las nuevas Líneas C y K que se consideraron anteriormente.

Su opinión sobre estas opciones ayudará a aconsejar a la Junta de Metro mientras toman una decisión final sobre cómo operar las Líneas C y K una vez que se unan.

Únase a nosotros para una reunión comunitaria en persona o en Zoom.

La información de Zoom a continuación será la misma para las tres reuniones:

Identificación: 897 6447 0425#

Código de acceso: 546462#



**Lunes 24 de abril
a las 6:30pm**

Norwalk City Hall
12700 Norwalk Blvd,
Norwalk, CA 90650

Wednesday, April 26 at 6:30pm

Hilton Garden Inn
2410 Marine Ave,
Redondo Beach, CA 90278

**Sábado 29 de abril
a las 10am**

Magic Johnson Recreation Center
12645 Wadsworth Av,
Los Angeles, CA 90059

También puede completar la encuesta visitando metro.net/CandKLineOperatingPlan o llamando al 323.466.3876.



Metro®

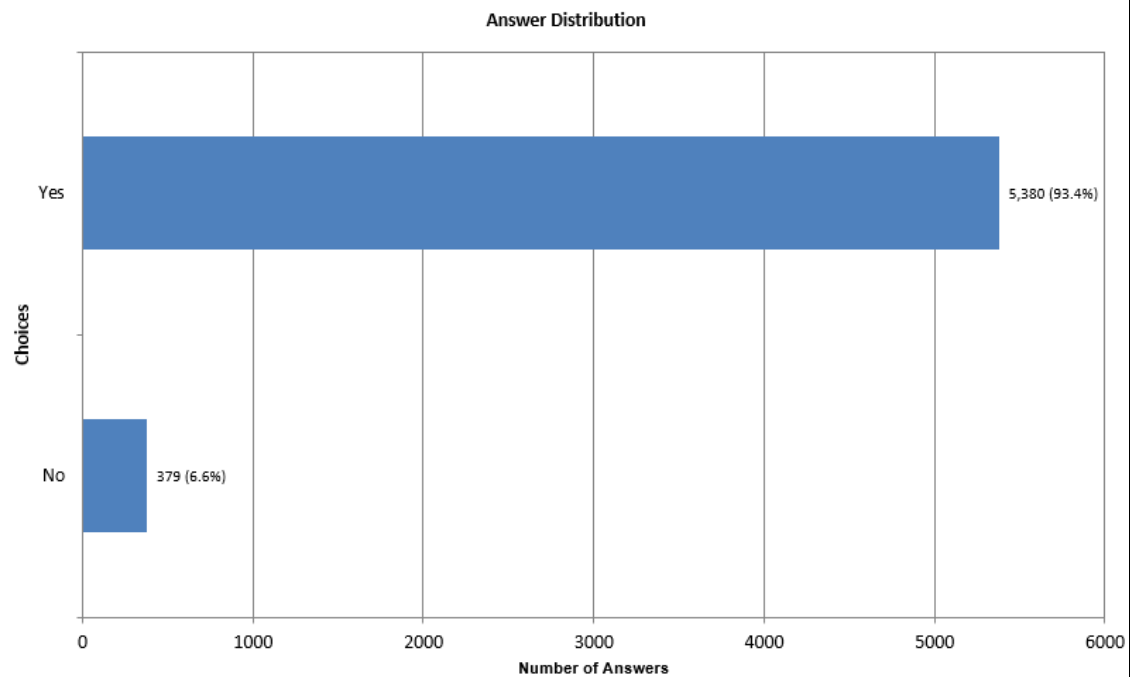
**Gracias por
viajar en Metro.**

C and K Line Operating Plan Survey and Results

***1. 1. Have you taken a Metro bus or a Metro rail trip in LA County in the past year?(*Required)**

| | Choice |
|-----------------------|--------|
| <input type="radio"/> | Yes |
| <input type="radio"/> | No |

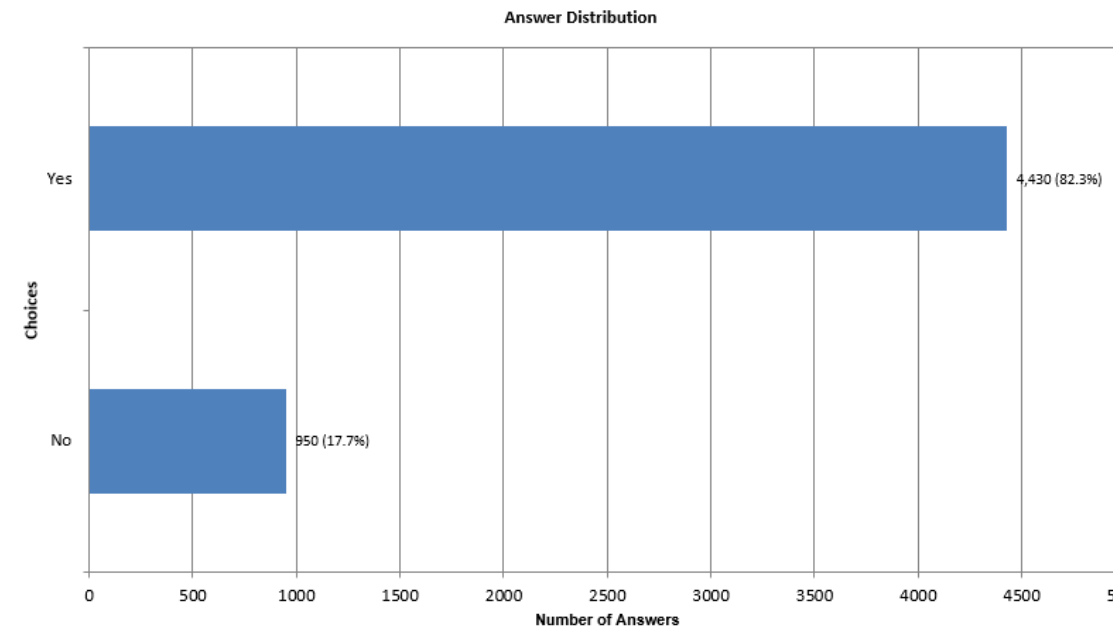
Filter Riders1: 1. Have you taken a Metro bus or a Metro rail trip in LA County in the past year?



***2. 2. Have you taken a Metro bus or a Metro rail trip in LA County in the past month?(*Required)**

| | Choice |
|-----------------------|--------|
| <input type="radio"/> | Yes |
| <input type="radio"/> | No |

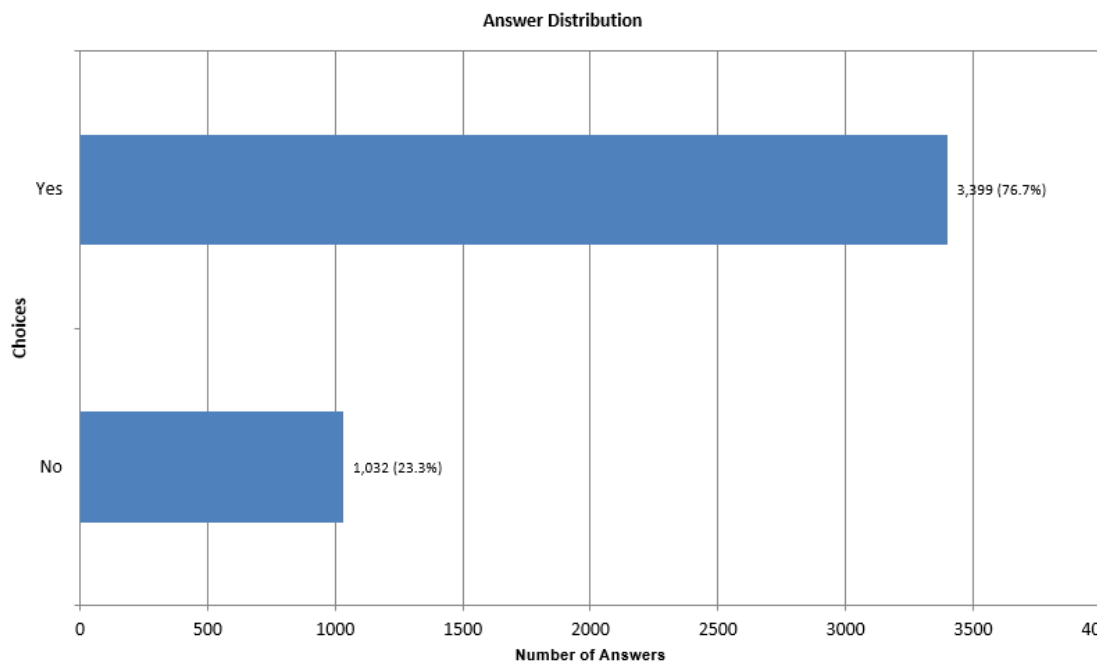
Filter Riders2: 2. Have you taken a Metro bus or a Metro rail trip in LA County in the past mo



***3. 3. Have you taken a Metro bus or a Metro rail trip in LA County in the past week?(*Required)**

| | Choice |
|-----------------------|--------|
| <input type="radio"/> | Yes |
| <input type="radio"/> | No |
| | |

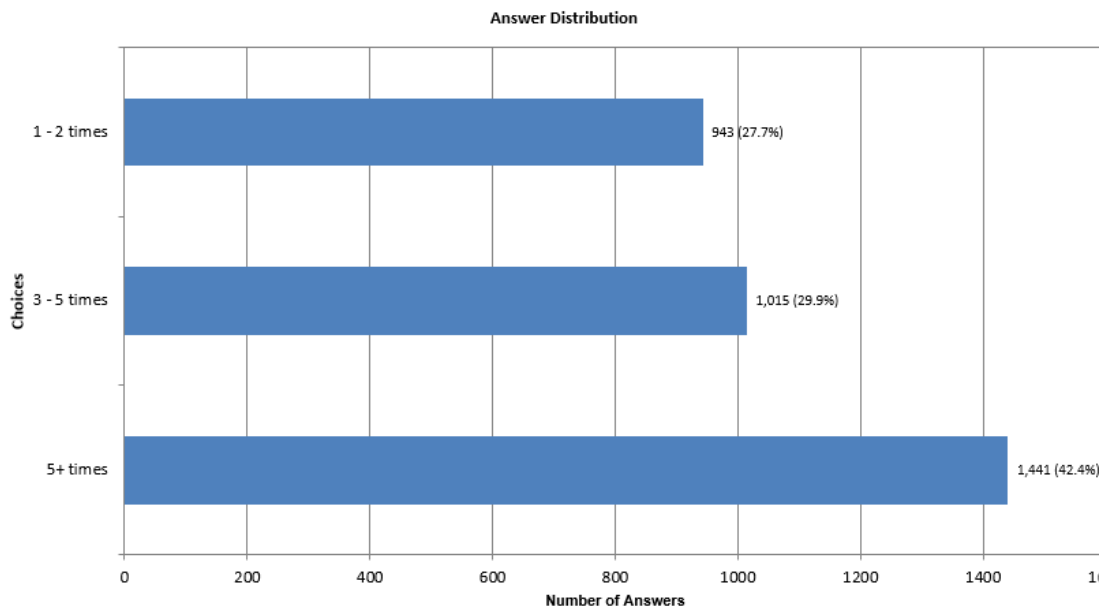
Filter Riders3: 3. Have you taken a Metro bus or a Metro rail trip in LA County in the past week?



***4. 4. How many times have you taken a Metro bus or a Metro rail trip in the past week?(*Required)**

| | Choice |
|-----------------------|-------------|
| <input type="radio"/> | 1 - 2 times |
| <input type="radio"/> | 3 - 5 times |
| <input type="radio"/> | 5+ times |

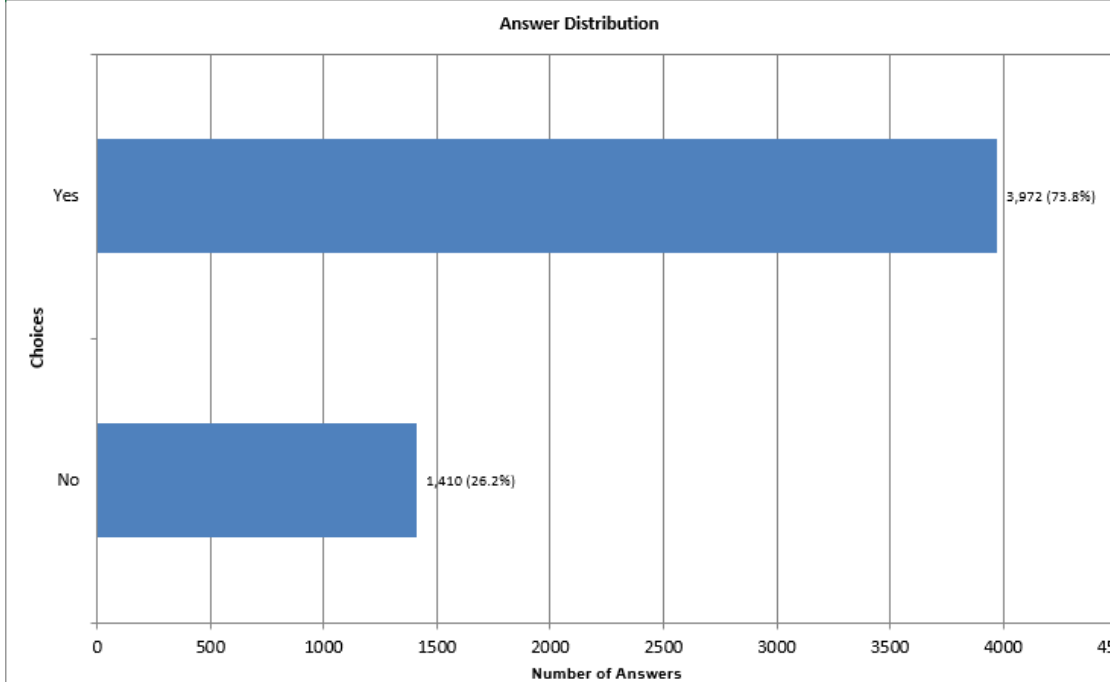
Filter Riders4: 4. How many times have you taken a Metro bus or a Metro rail trip in the past week?



***5. 5. Have you heard of the Airport Metro Connector (AMC) that will transfer riders more efficiently between LAX and the Metro Rail network?(*Required)**

| | Choice |
|-----------------------|--------|
| <input type="radio"/> | Yes |
| <input type="radio"/> | No |

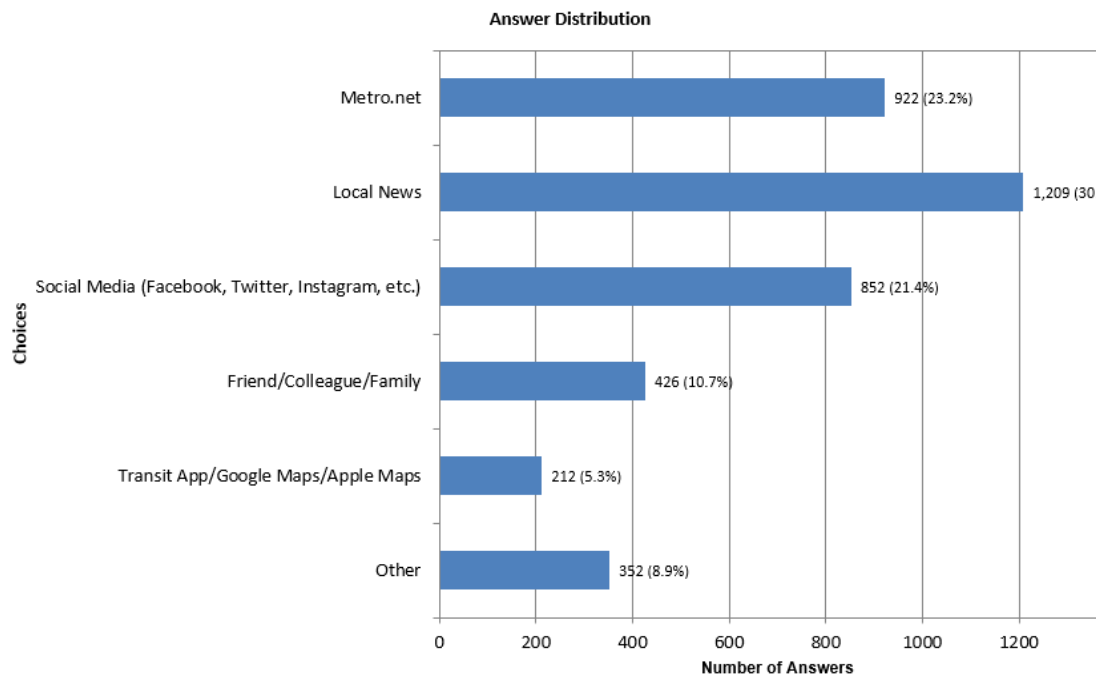
5. Have you heard of the Airport Metro Connector (AMC) that will transfer riders more efficiently between LAX and the Metro Rail network?



***6. 6. How did you hear about Airport Metro Connector (AMC)?(*Required)**

| | Choice |
|-----------------------|---|
| <input type="radio"/> | Metro.net |
| <input type="radio"/> | Local News |
| <input type="radio"/> | Social Media (Facebook, Twitter, Instagram, etc.) |
| <input type="radio"/> | Friend/Colleague/Family |
| <input type="radio"/> | Transit App/Google Maps/Apple Maps |
| <input type="radio"/> | Other |

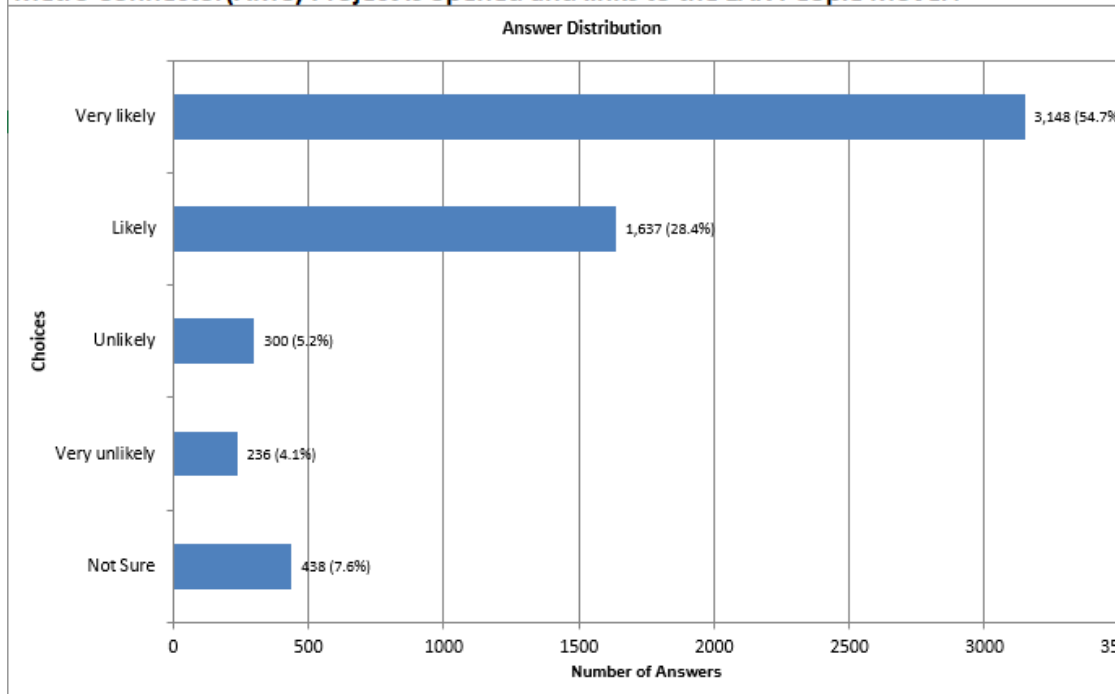
6. How did you hear about Airport Metro Connector (AMC)?



***7. 7. How likely will you ride Metro Rail and/or Bus Services to LAX once the new LAX/Airport Metro Connector(AMC) Project is opened and links to the LAX People Mover?(*Required)**

| | Choice |
|-----------------------|---------------|
| <input type="radio"/> | Very likely |
| <input type="radio"/> | Likely |
| <input type="radio"/> | Unlikely |
| <input type="radio"/> | Very unlikely |
| <input type="radio"/> | Not Sure |

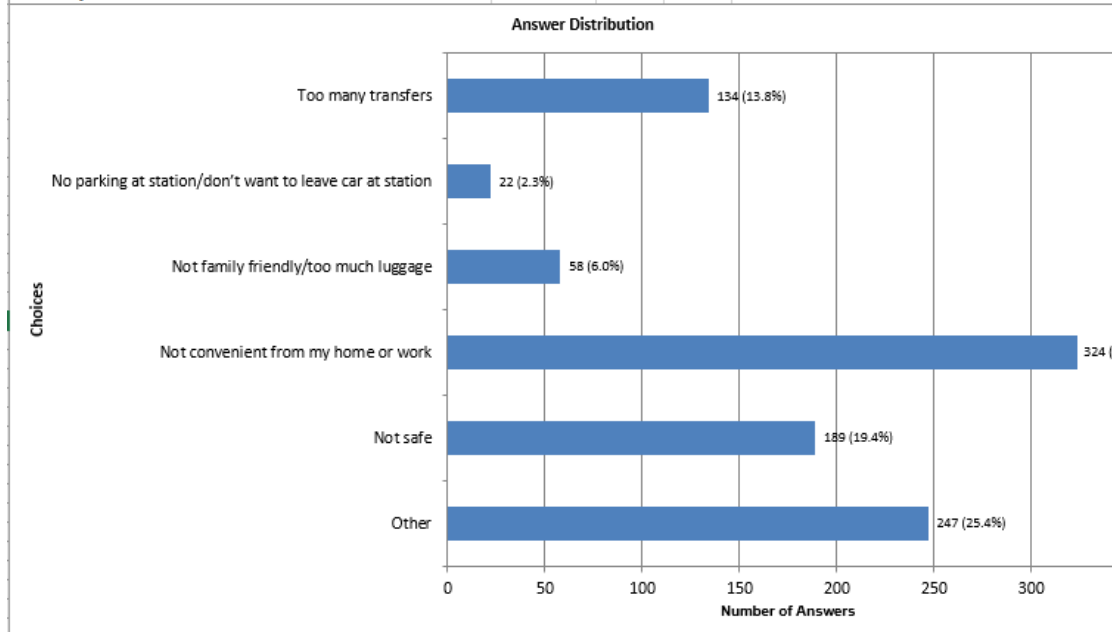
7. How likely will you ride Metro Rail and/or Bus Services to LAX once the new LAX/Airport Metro Connector(AMC) Project is opened and links to the LAX People Mover?



***8. 8. Why not?(*Required)**

| | Choice |
|-----------------------|--|
| <input type="radio"/> | Too many transfers |
| <input type="radio"/> | No parking at station/don't want to leave car at station |
| <input type="radio"/> | Not family friendly/too much luggage |
| <input type="radio"/> | Not convenient from my home or work |
| <input type="radio"/> | Not safe |
| <input type="radio"/> | Other |

8. Why not?



Metro is considering three alternatives to how the LAX/Metro Transit Center connects with the Metro rail system C and K Lines. Here is a close up of the existing system with the recently opened K (Crenshaw) Line as it is now:

THREE OPTIONS FOR REDESIGNED METRO C LINE AND K LINE RAIL SERVICE

Metro is exploring the best service for our riders to conveniently navigate around Los Angeles County. Three alternatives have been proposed for connecting LAX/Metro Transit Center and Metro's C & K Lines - each one offering new options in traveling throughout LA County!

Metro commuters can expect reliable service on both the C and K light rail lines - with peak periods running at 10 minutes or better during weekdays, 12 minute intervals off-peak weekday & weekends, plus a 20 minute frequency at night.

Option 1

Provides direct connection to LAX/Metro Transit Center from all C and K Line Stations

Riders from Norwalk segment of the existing C Line will get direct access to all K Line stations including Expo/Crenshaw connection to the the E Line

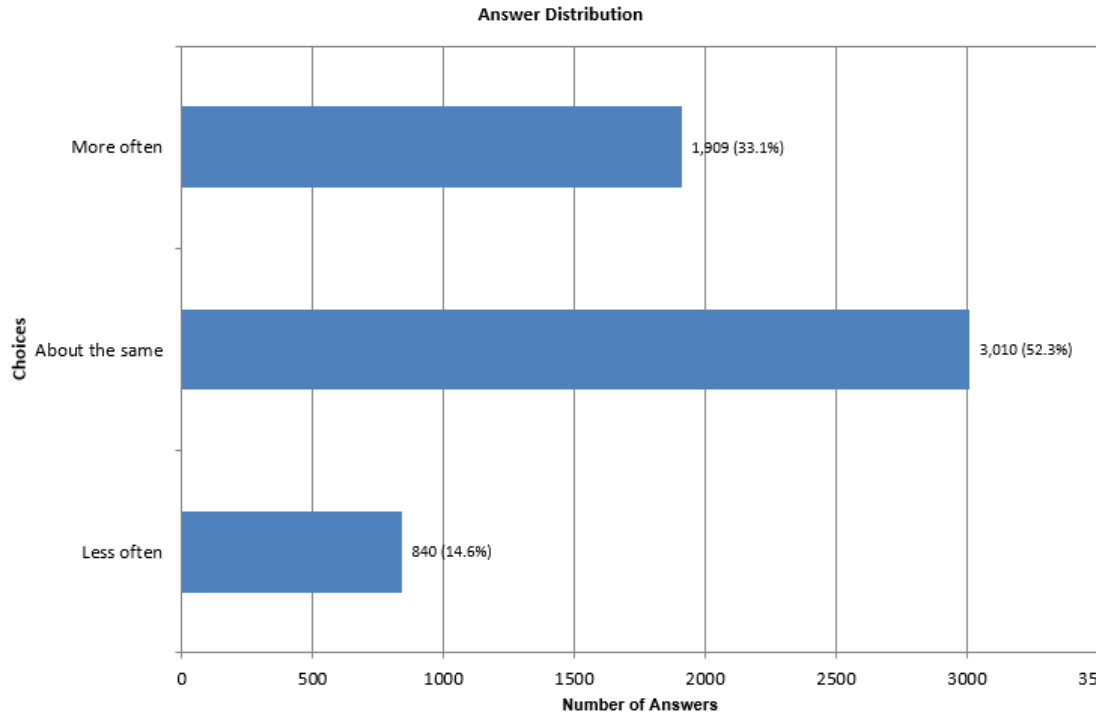
Riders traveling to/from the Redondo Beach segment of the existing C Line will need to change trains at Aviation/Century Station to reach the Norwalk segment

Riders from the Redondo Beach segment of the existing C Line will need to change trains at LAX/Metro Transit Center to reach K Line stations north of there, including Expo/Crenshaw connection to the E Line

***9. 9. If Option 1 was implemented for the C and K Lines, would you ride Metro: (*Required)**

| | Choice |
|-----------------------|----------------|
| <input type="radio"/> | More often |
| <input type="radio"/> | About the same |
| <input type="radio"/> | Less often |

9. If Option 1 was implemented for the C and K Lines, would you ride Metro:



Option 2

Provides direct connection to LAX/Metro Transit Center from all C and K Line Stations

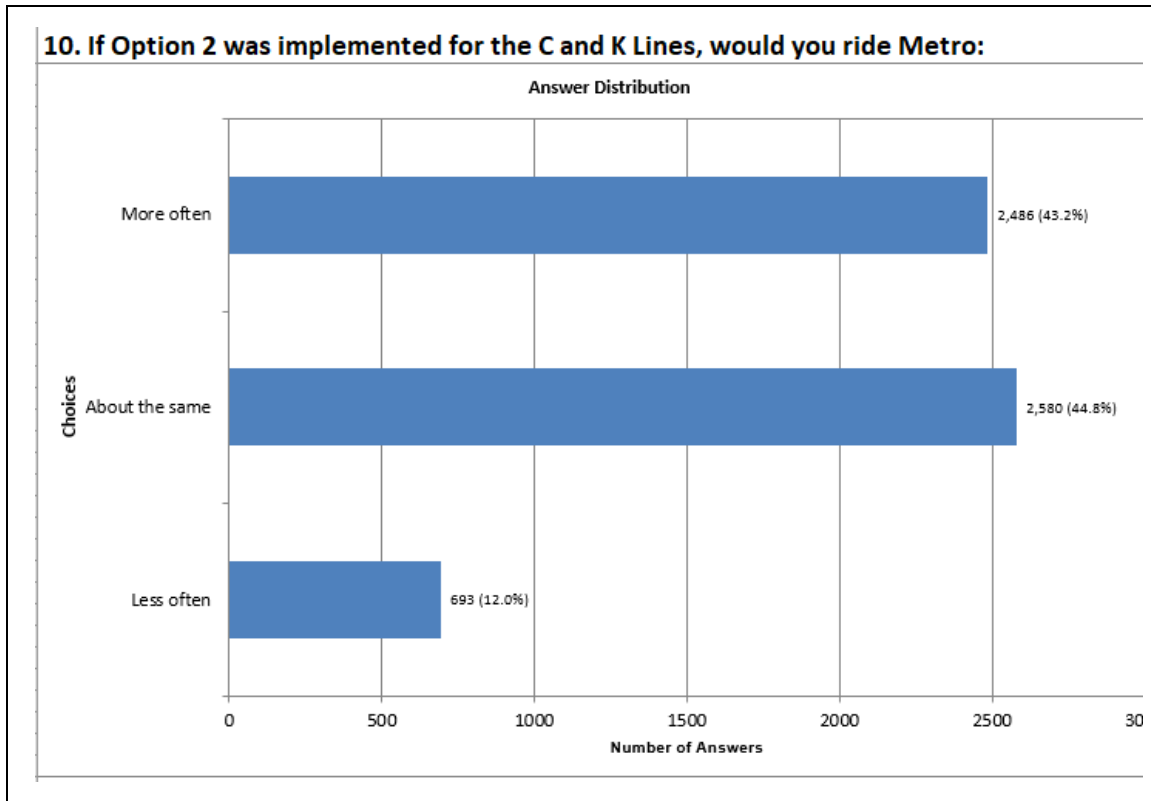
Riders from the Redondo Beach segment of the existing C Line will get direct access to all K Line stations including Expo/Crenshaw connection to the E Line

Riders traveling from the Norwalk segment of the existing C Line to the Redondo Beach segment of the C Line will need to change trains at Aviation/Century Station

Riders from the Norwalk segment of the existing C Line will need to change trains at LAX/Metro Transit Center to reach K Line stations north of there, including Expo/Crenshaw connection to the E Line

***10. 10. If Option 2 was implemented for the C and K Lines, would you ride Metro:(*Required)**

| | Choice |
|-----------------------|----------------|
| <input type="radio"/> | More often |
| <input type="radio"/> | About the same |
| <input type="radio"/> | Less often |



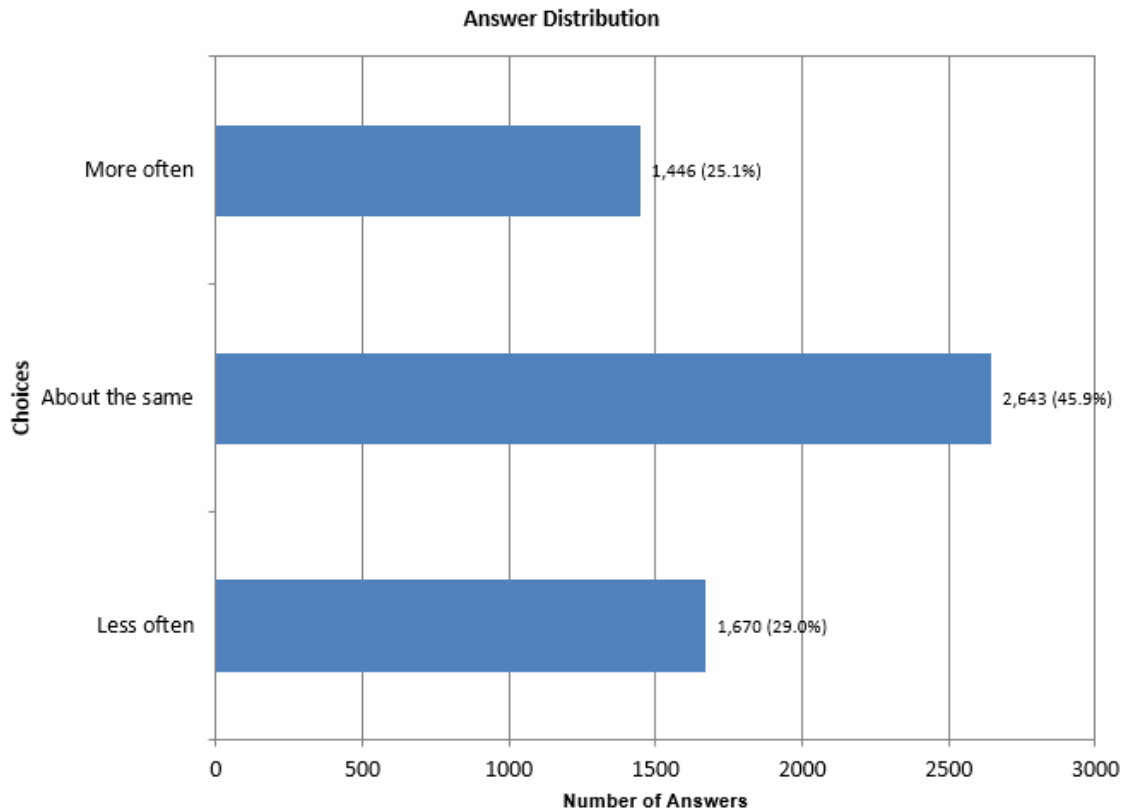
Option 3

- Provides direct connection to LAX/Metro Transit Center from all K Line Stations and the Norwalk segment of the existing C Line
- No direct connection to LAX/Metro Transit Center from the Redondo Beach segment of the existing C Line
- Riders from Norwalk segment of the existing C Line will get direct access to all K Line stations, including Expo/Crenshaw connection to the E Line
- Riders traveling from existing C Line stations between Willowbrook/Rosa Parks and Aviation/LAX will have a direct connection to the Redondo Beach segment of the existing C Line
- Riders travelling from Norwalk, Lakewood Bl and Long Beach Bl stations will need to change trains at Aviation/LAX Station to reach the Redondo Beach segment of the existing C Line

| | |
|---|----------------|
| *11. 11. If Option 3 was implemented for the C and K Lines, would you ride Metro:(*Required) | |
| | Choice |
| <input type="radio"/> | More often |
| <input type="radio"/> | About the same |

| | |
|-----------------------|------------|
| <input type="radio"/> | Less often |
|-----------------------|------------|

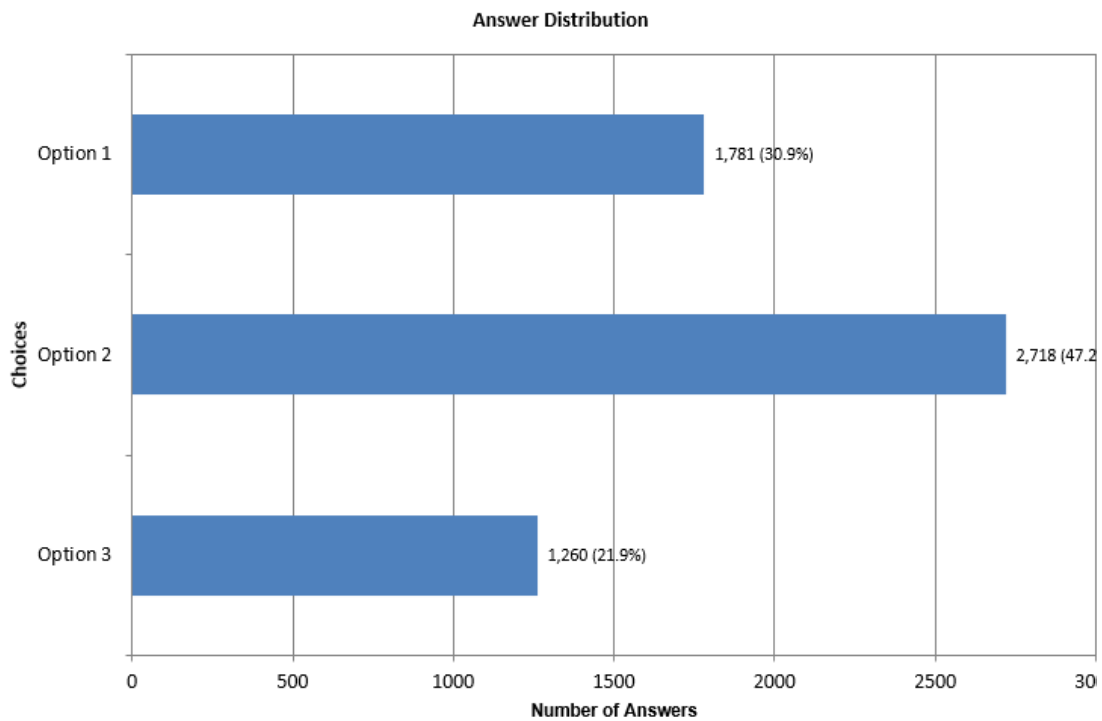
11. If Option 3 was implemented for the C and K Lines, would you ride Metro:



***12. 12. Please select the option you prefer:(*Required)**

| | Choice |
|-----------------------|----------|
| <input type="radio"/> | Option 1 |
| <input type="radio"/> | Option 2 |
| <input type="radio"/> | Option 3 |

Q12: 12. Please select the option you prefer:

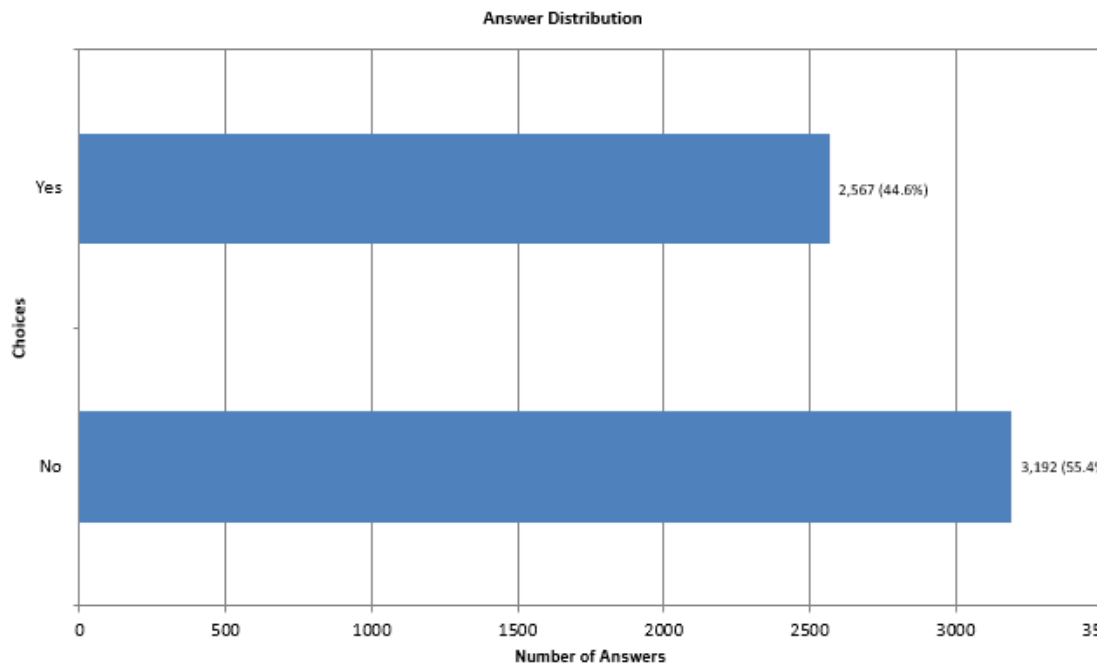


13. Why?

***14. 13. Have you taken the new K (Crenshaw) Line or the C (Green) Line in the past 6 months?(*Required)**

| | Choice |
|-----------------------|--------|
| <input type="radio"/> | Yes |
| <input type="radio"/> | No |

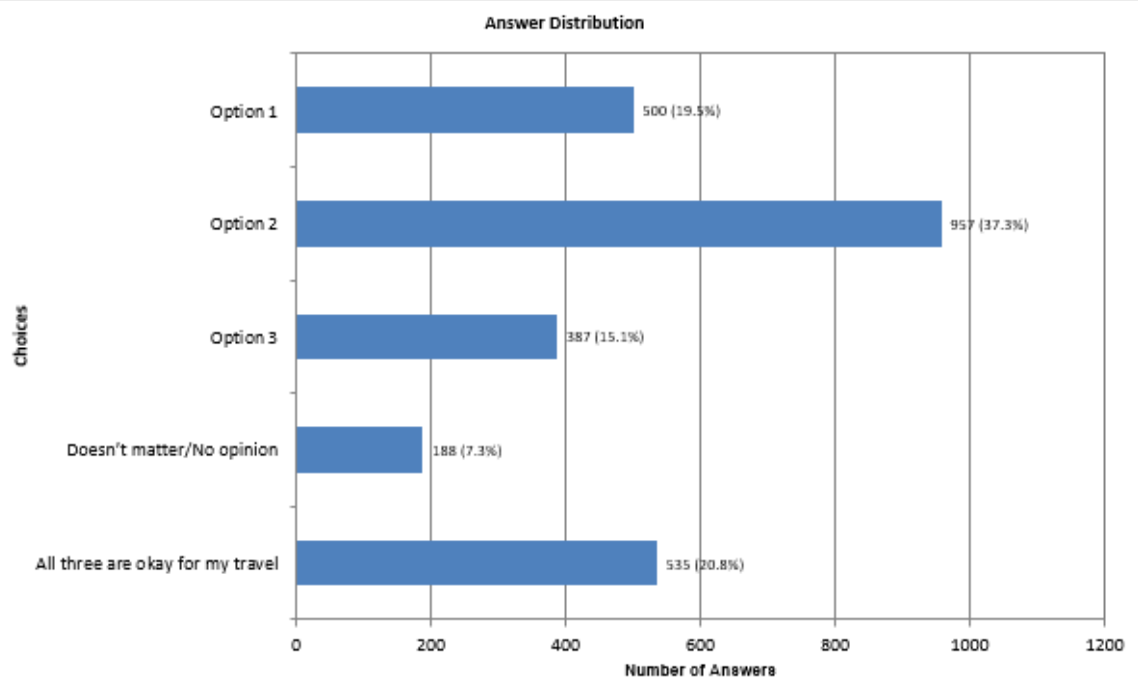
13. Have you taken the new K (Crenshaw) Line or the C (Green) Line in the past 6 months



***15. 14. Thinking back on your last trip on the K or C Line, which option would you prefer?(*Required)**

| | Choice |
|-----------------------|----------------------------------|
| <input type="radio"/> | Option 1 |
| <input type="radio"/> | Option 2 |
| <input type="radio"/> | Option 3 |
| <input type="radio"/> | Doesn't matter/No opinion |
| <input type="radio"/> | All three are okay for my travel |

14. Thinking back on your last trip on the K or C Line, which option would you prefer?



16. Why?

| Rider Profile | |
|--|----------------------------|
| *17. 15. What is your home zip code?(*Required) | |
| <input type="text"/> | |
| *18. 16. What is your current employment status?(*Required) | |
| | Choice |
| <input type="radio"/> | Employed |
| <input type="radio"/> | Retired |
| <input type="radio"/> | K-12 student |
| <input type="radio"/> | College/University student |
| <input type="radio"/> | Other |
| *19. 17. What is your age?(*Required) | |
| | Choice |
| <input type="radio"/> | Under 18 |
| <input type="radio"/> | 18-24 |
| <input type="radio"/> | 25-34 |
| <input type="radio"/> | 35-44 |
| <input type="radio"/> | 45-64 |
| <input type="radio"/> | 65+ |
| *20. 18. What is your household's annual income?(*Required) | |
| | Choice |
| <input type="radio"/> | Under \$15,000 |
| <input type="radio"/> | \$15,000 - \$24,999 |
| <input type="radio"/> | \$25,000- \$49,999 |
| <input type="radio"/> | \$50,000- \$99,999 |
| <input type="radio"/> | \$100,000-\$149,999 |
| <input type="radio"/> | \$150,000+ |

***21. 19. What is your race or ethnic identification?(*Required)**

| | Choice |
|-----------------------|---------------------------------|
| <input type="radio"/> | Latinx/Hispanic |
| <input type="radio"/> | Black/African American |
| <input type="radio"/> | White/Caucasian |
| <input type="radio"/> | Asian American/Pacific Islander |
| <input type="radio"/> | Native American |
| <input type="radio"/> | Other |

***22. 20. What is your gender identity?(*Required)**

| | Choice |
|-----------------------|-------------------------|
| <input type="radio"/> | Male |
| <input type="radio"/> | Female |
| <input type="radio"/> | Non-binary |
| <input type="radio"/> | Prefer to self-describe |

23. 21. Would you like to participate in a drawing for a free Metro 30-Day pass?

| | Choice |
|-----------------------|--------|
| <input type="radio"/> | Yes |
| <input type="radio"/> | No |

24. 22. Would you be willing to participate in an on-line focus group to explore this topic in more detail a group discussion?

| | Choice |
|-----------------------|--------|
| <input type="radio"/> | Yes |
| <input type="radio"/> | No |

Contact info

Consider it, If any of the below is Correct :

- 22. Would you be willing to participate in an on-line focus group to explore this topic in more detail a group discussion? equals "Yes"
- 21. Would you like to participate in a drawing for a free Metro 30-Day pass? equals "Yes"

Please provide your contact details to enter the drawing for a free 30-Day Metro pass (winner will be contacted in early April). This will also allow Metro to connect with you if you indicated you wanted to be part of a focus group.

25. Name: (*Required)**26. Email: (*Required)****27. Phone:**

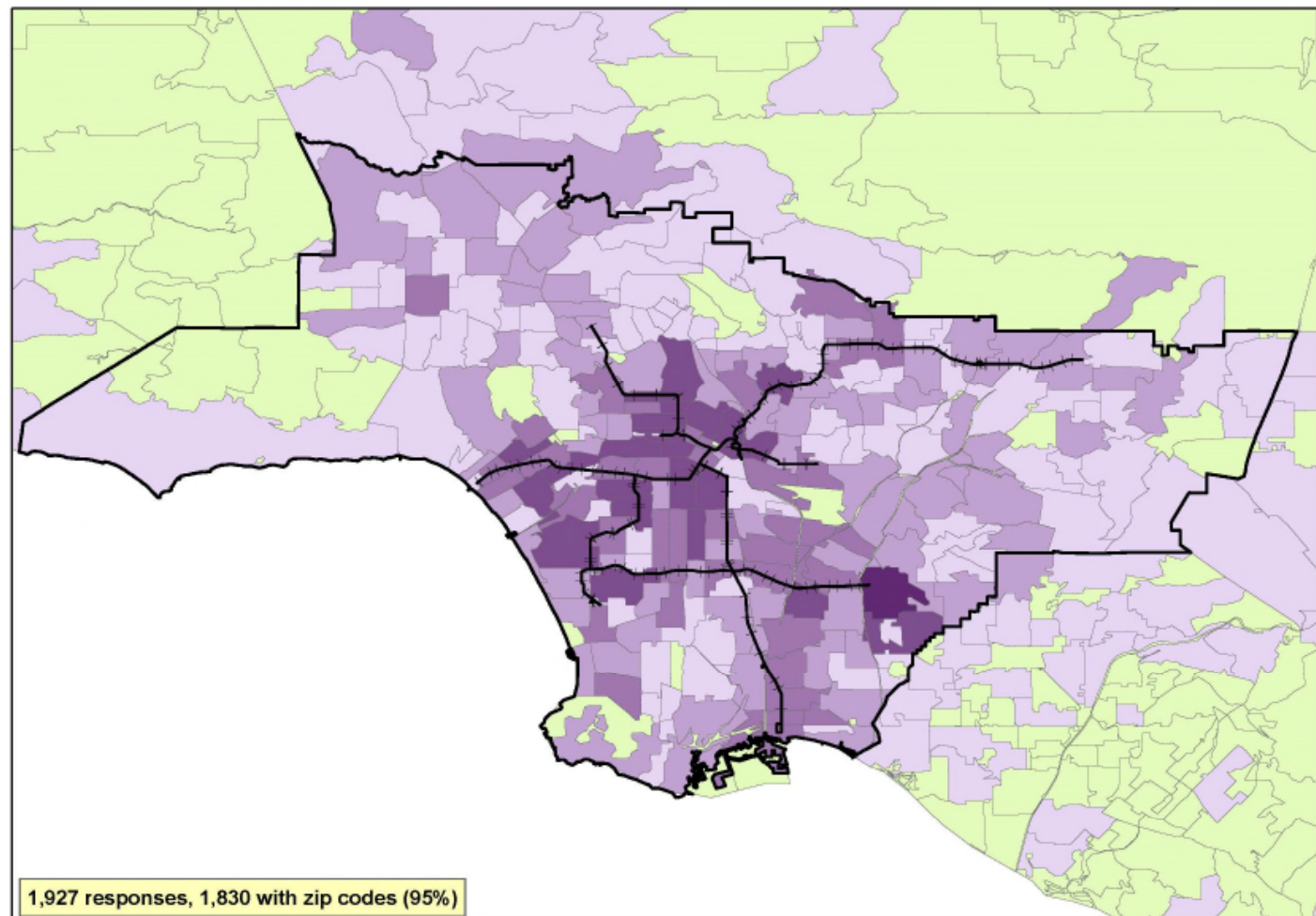
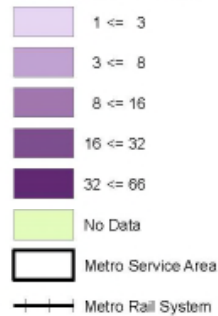
Distribution of C and K Line Operating Plan Survey Responses



C/K Line Operating Plan Preference: Option 1 by Zip Code

Legend

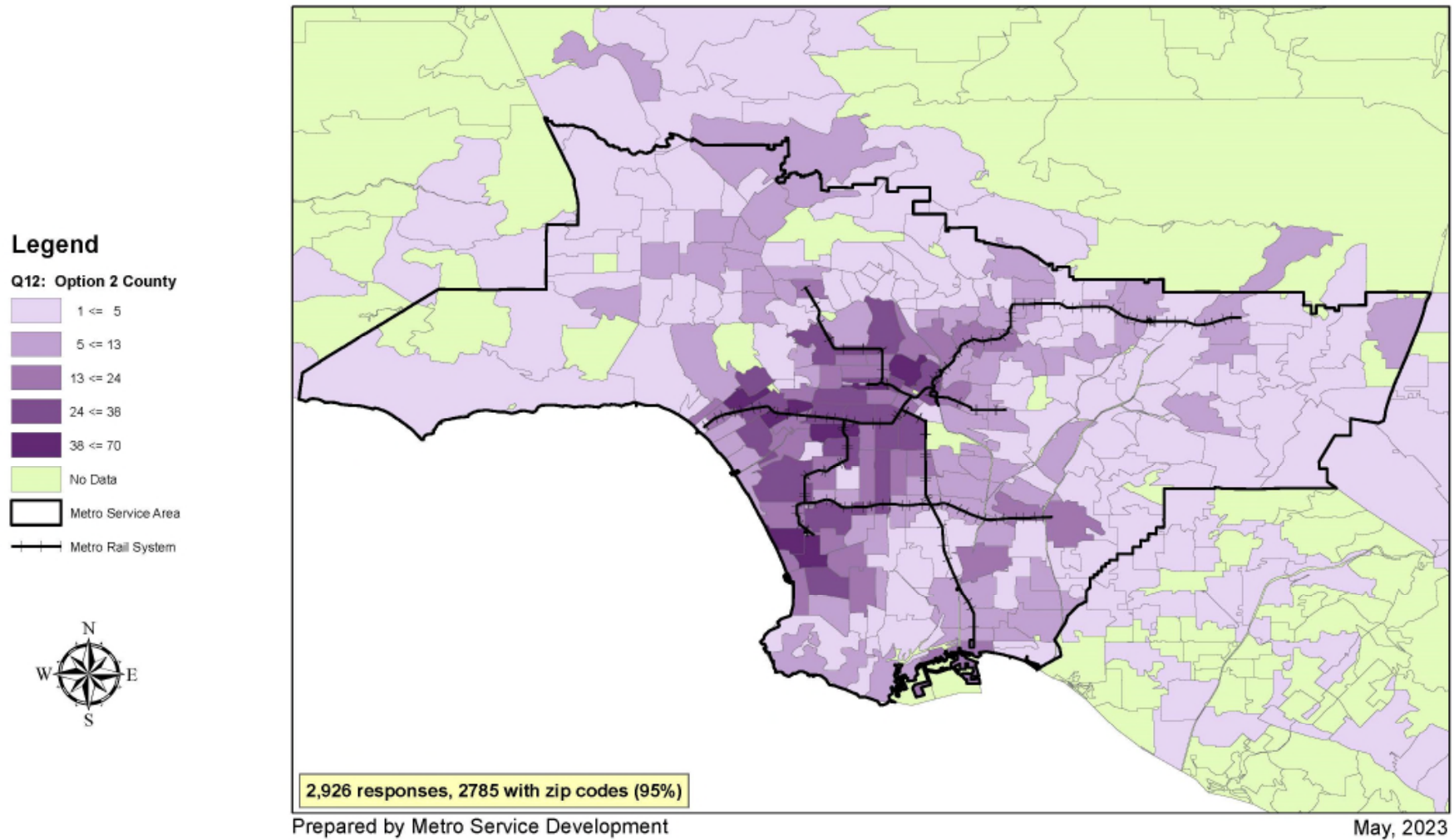
Q12: Option 1 Count



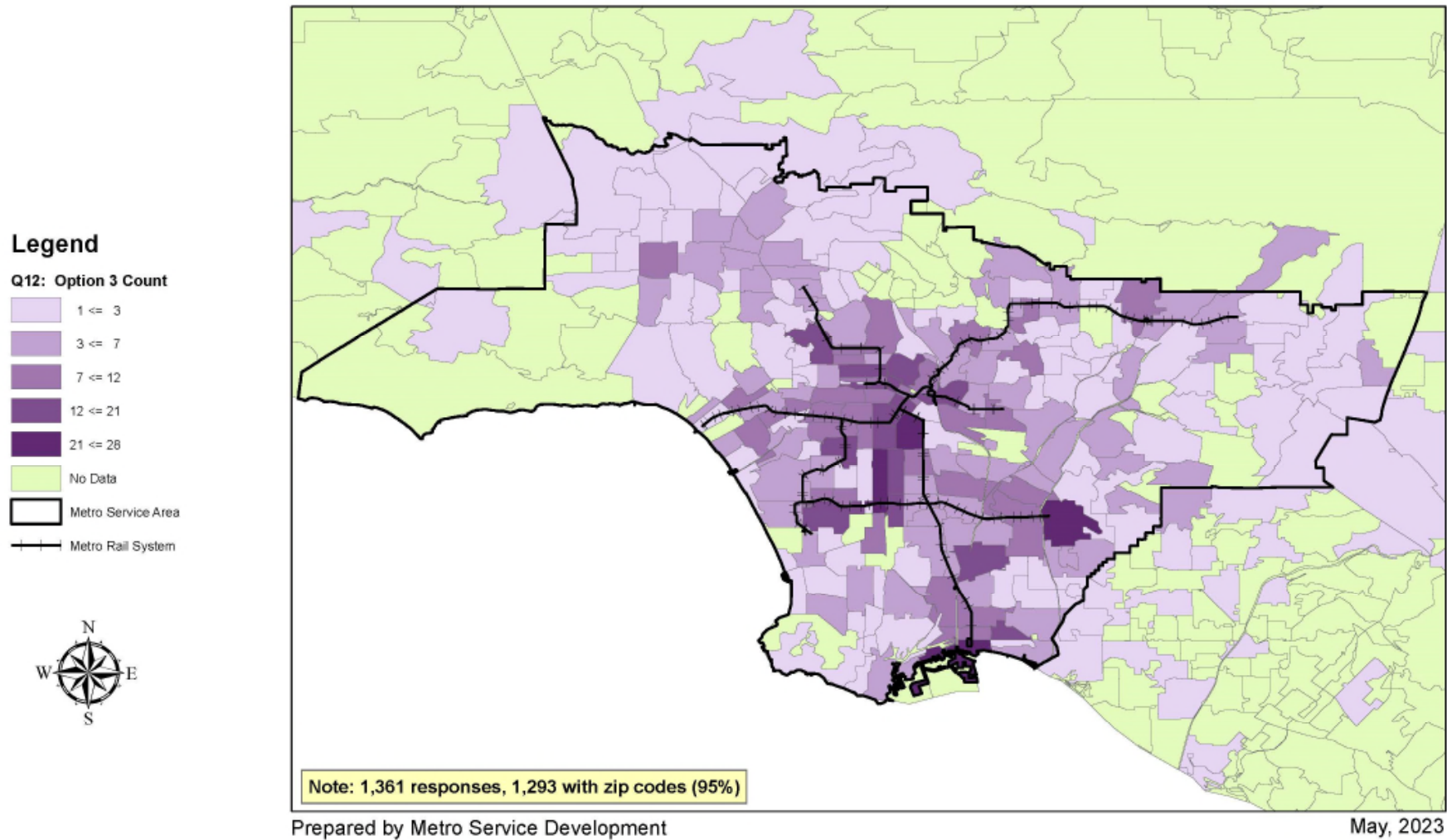
Prepared by Metro Service Development

May, 2023

C/K Line Operating Plan Preference: Option 2 by Zip Code



C/K Line Operating Plan Preference: Option 3 by Zip Code



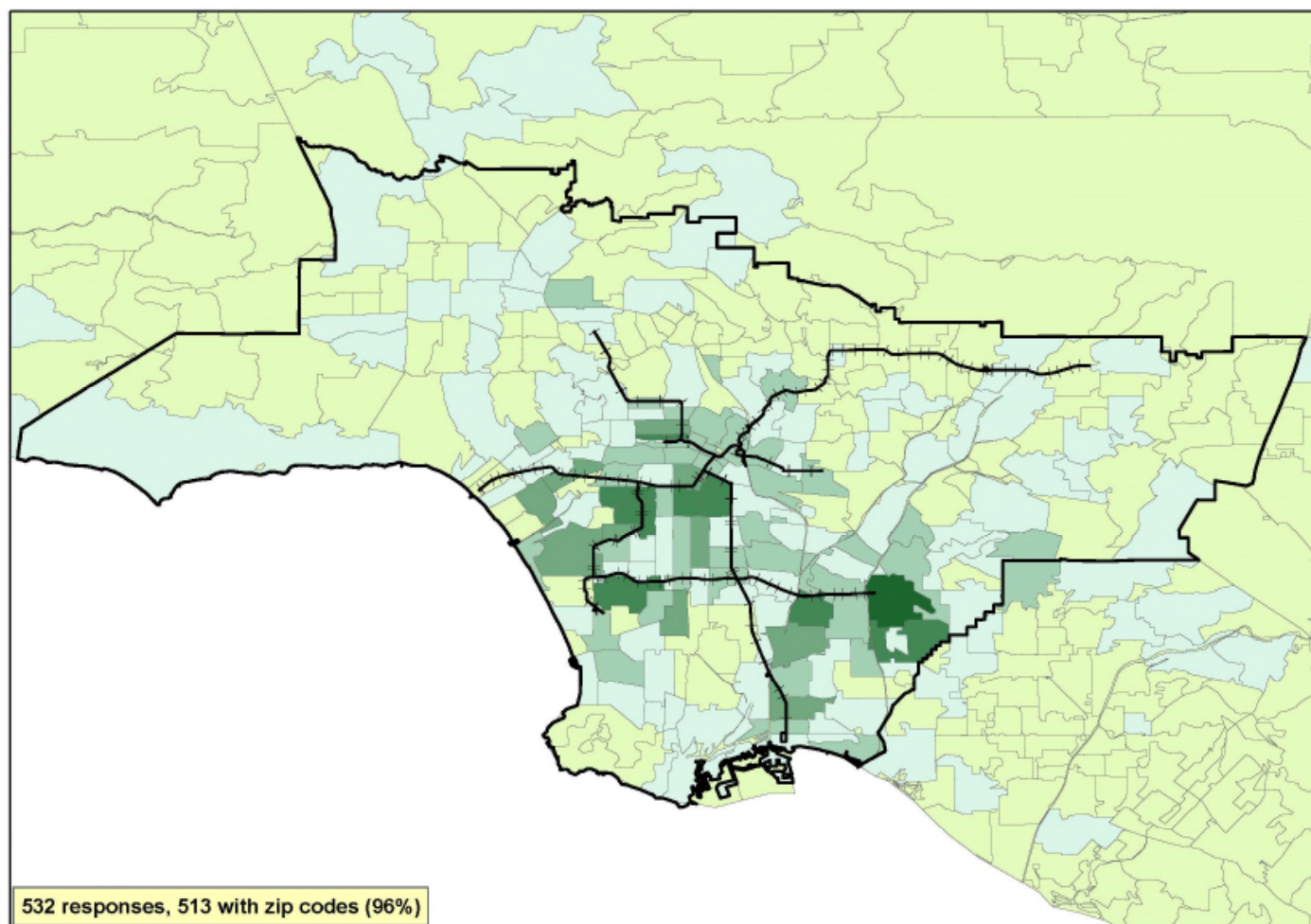
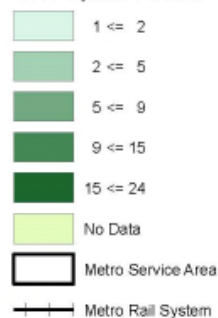


C/K Line Operating Plan Preference: Option 1 by Zip Code

Question 15: Based on Their Last Trip Experience

Legend

Q15: Option 1 Count



Prepared by Metro Service Development

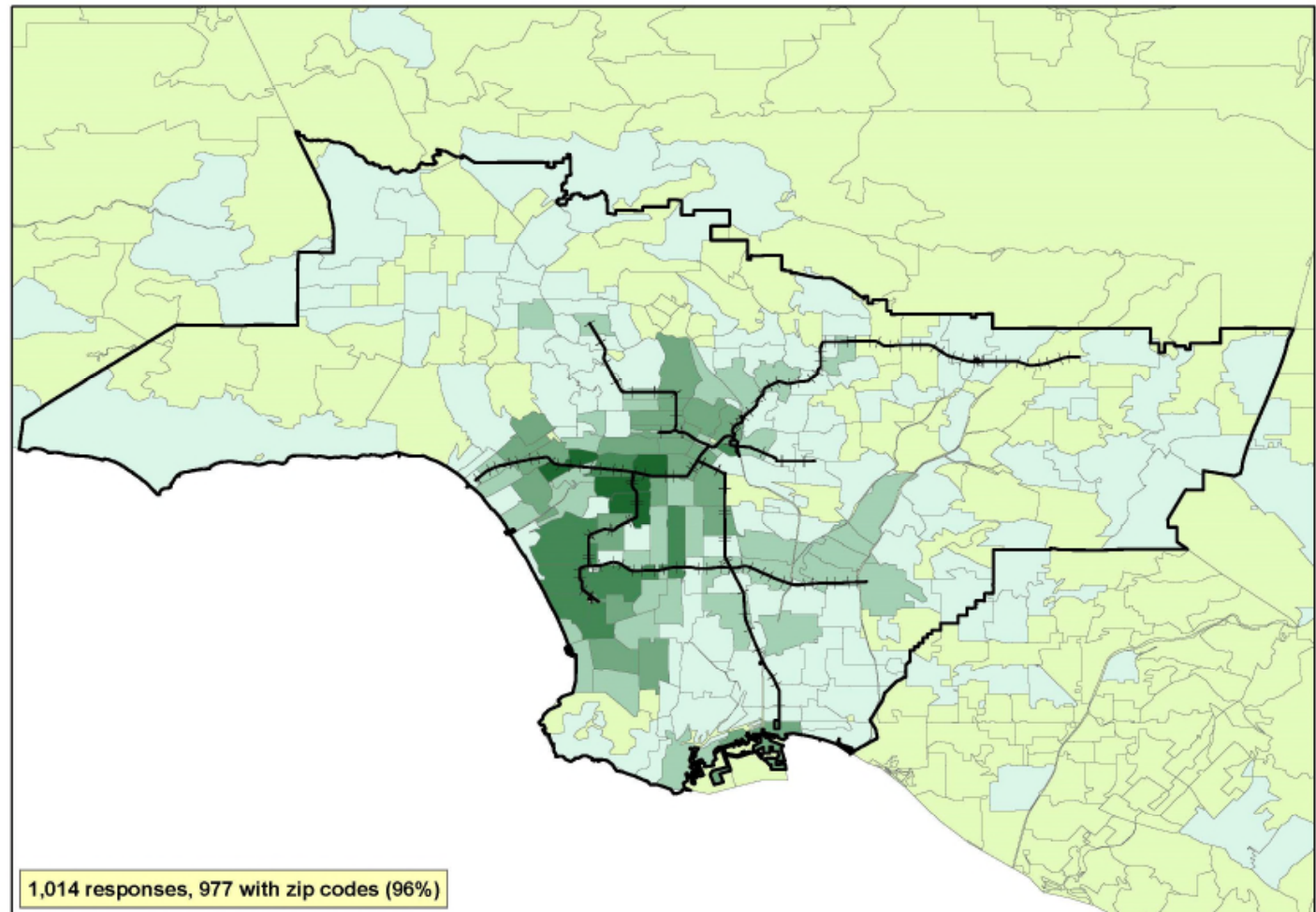
May, 2023



C/K Line Operating Plan Preference: Option 2 by Zip Code Question 15: Based on Their Last Trip Experience

Legend

Q15: Option 2 Count



Prepared by Metro Service Development

May, 2023

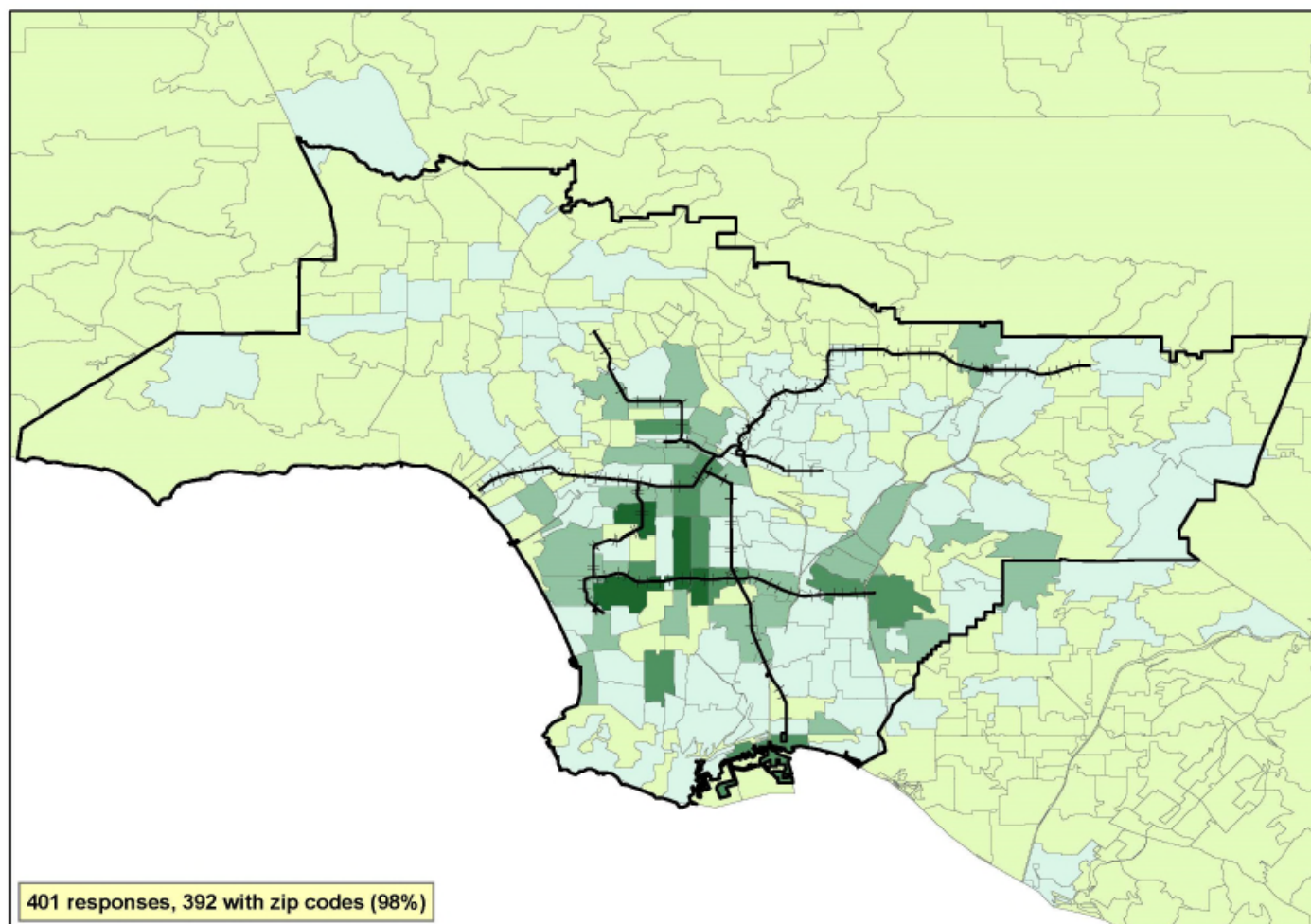
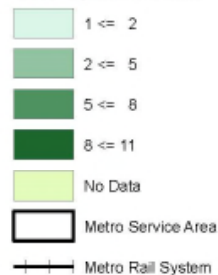


C/K Line Operating Plan Preference: Option 3 by Zip Code

Question 15: Based on Their Last Trip Experience

Legend

Q15: Option 3 Count



Prepared by Metro Service Development

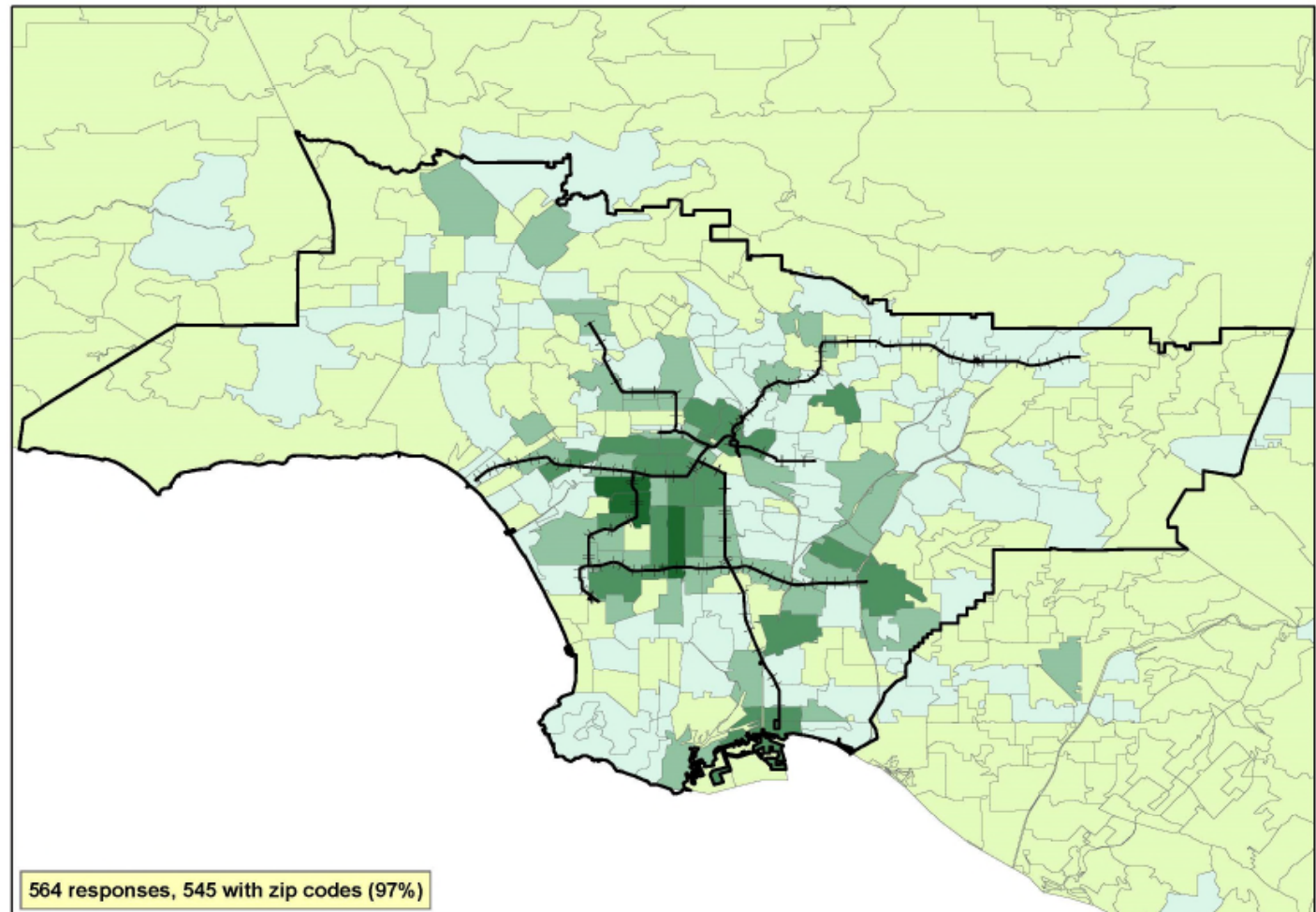
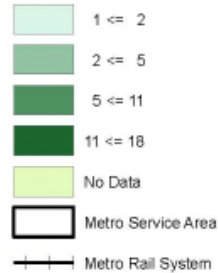
May, 2023



C/K Line Operating Plan Preference: "Any" Option by Zip Code Question 15: Based on Their Last Trip Experience

Legend

Q15: Any Option Count



Prepared by Metro Service Development

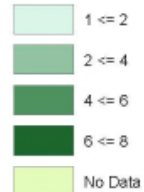
May, 2023



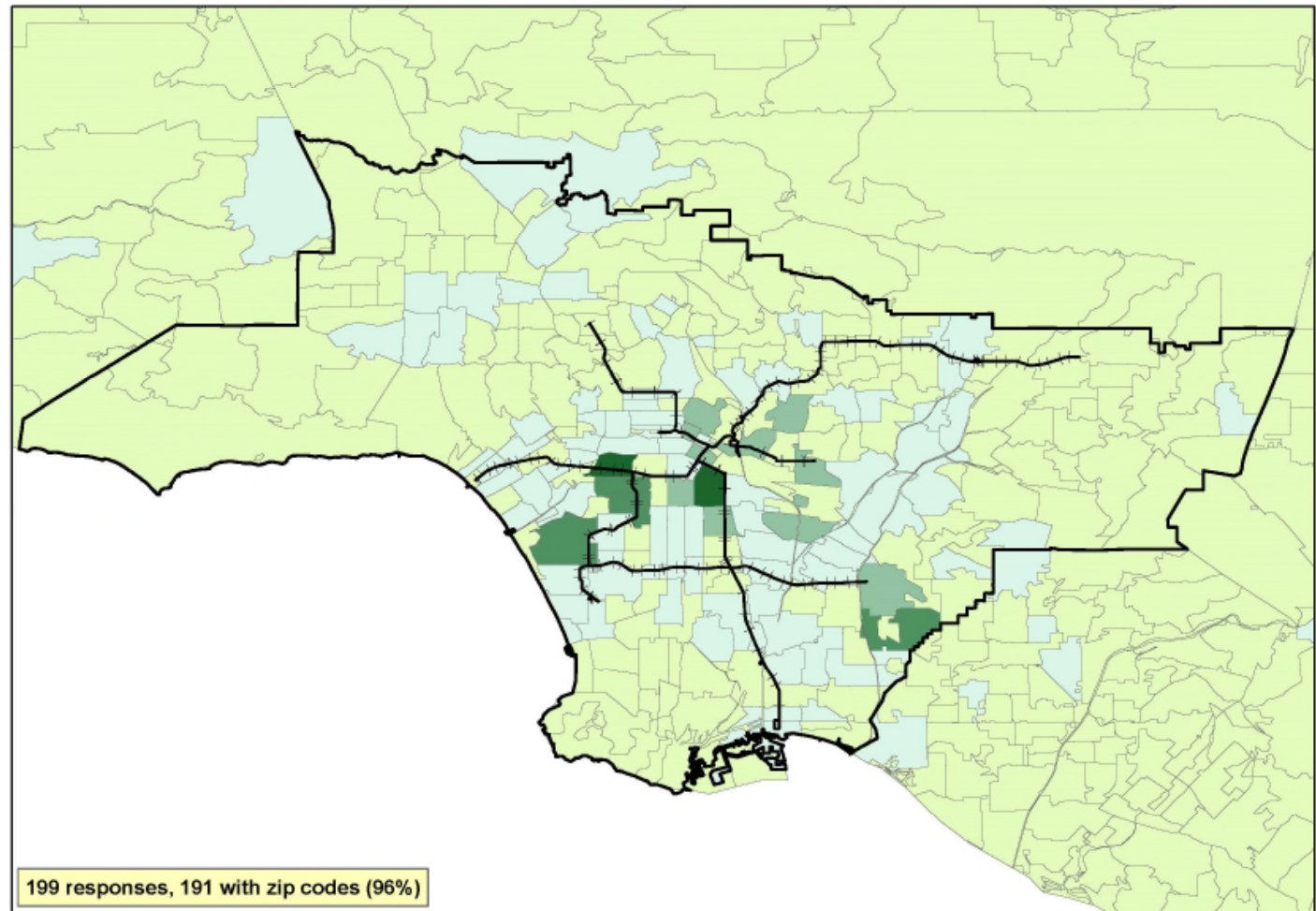
C/K Line Operating Plan Preference: "Doesn't Matter/No Opinion" Option by Zip Code Question 15: Based on Their Last Trip Experience

Legend

Q15: Doesn't Matter Count



Metro Service Area
Metro Rail System



Prepared by Metro Service Development

May, 2023

Metro C and K Line Operating Plan Update Community Engagement Summary

prepared for

Los Angeles Metropolitan Transportation Authority

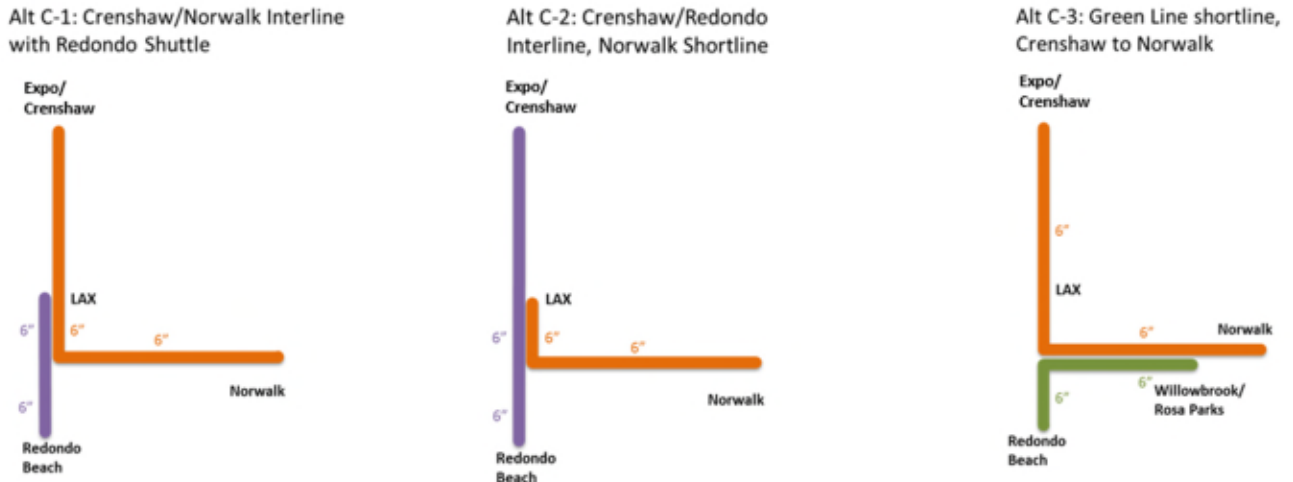
prepared by

Cambridge Systematics, Inc.

1.0 Background

Los Angeles Metropolitan Transportation Authority (Metro) is in the process of updating an operating plan decision for the C and K rail lines once the lines connect. As part of the plan updating process, Metro conducted a series of community engagement events to help obtain public input on three alternatives (shown below) for combining the two lines as part of an updated operating plan.

Figure 1. Option for C and K Line Operations



This report summarizes the views and feedback shared by participants during a series of public meetings discussing the proposed alternatives for combining the C and K Lines. The engagement process consisted of three in-person community meetings organized in Norwalk, Redondo Beach, and South LA, with an online option made available for participants joining virtually. Additionally, two focus group meetings were conducted online, allowing participants to provide feedback in a smaller online-only setting.

| Public Meeting | Venue | Date and Time | Number of Attendees |
|---------------------|--|----------------------------|--|
| Community Meeting 1 | Norwalk City Hall 12700 Norwalk Bl Norwalk | April 24, 2023 6:00 pm | 13 in person participants |
| Community Meeting 2 | Hilton Garden Inn 2410 Marine Av Redondo Beach | April 26, 2023 6:00 pm | 9 in-person participants 39 online participants |
| Community Meeting 3 | Magic Johnson Recreational Center 1050 E 120th St Willowbrook | April 29, 2023 10:00 am | 4 in person participants 10 online participants |
| Community Meeting 4 | Zoom | May 2, 2023 6:30 pm | 20 participants |
| Focus Group 1 | Zoom | April 27, 2023 6:00 pm | 12 participants |
| Focus Group 2 | Zoom | April 29, 2023 1:00 pm | 7 participants |

2.0 Key Takeaways

Throughout these public meetings, a few consistent themes emerged:

- Support for each alternative varied depending on the location. Participants from the first community meeting held at Norwalk expressed strong support for Option 1. For the remaining public meetings, more attendees preferred Option 2.
- Participants who preferred Option 1 said that having a one-seat ride from Norwalk to the Westside would minimize transfers and encourage more people to use the system. The first option would also benefit the equity-focused communities that are concentrated in certain sections of the C Line.
- Those who opted for Option 2 said that it provided a North-South connection on the Westside, which can help alleviate traffic congestion on the 405. Connectivity to LAX was also one of the reasons participants chose either Option 1 or 2.
- Some participants noted that with the redundancies in Option 3, this alternative might not be the best use of limited public resources. However, those who were traveling from the east to the South Bay shared that Option 3 was the most convenient alternative for them.
- Participants offered suggestions to expand the coverage of all the proposed alternatives. Metro representatives explained that while this was operationally possible, such alternatives would be resource intensive, and there would likely have to be a trade-off with frequency for each line included in such alternatives.
- Improving the transit experience is important to encourage more people to ride Metro. This includes minimizing transfers and increasing the frequency of trains, improving safety, increasing connectivity with other lines, and improving station facilities and pedestrian access.
- Participants were also interested in future expansion plans. Several attendees inquired about Metro's plans to connect the C Line to Metrolink's Norwalk Station.

3.0 Highlights of the Public Meetings

The public meetings started with presentations given by Metro staff and Cambridge Systematics facilitators. Metro shared a brief history of the project and explained how certain events led to changes in project sequencing and other factors such as travel patterns, operational issues, and future rail expansion that necessitated or promoted the need for a review of the operating plan. The presenters also showed the travel volumes and ridership patterns along the C Line, and the implications of the various options in terms of resource requirements. The future extensions funded by Measure M were also shared with the participants.

Throughout these meetings, Metro responded to a series of questions posed by the attendees. Several participants asked about the possibility of increasing coverage. Metro explained that the “everywhere to everywhere option” was far more resource intensive (many more trains, operators needed) than the options under consideration. While this would increase one-seat connectivity, there would be a trade-off with train

frequency on each line if existing resources were to be maintained. Metro also elaborated on future plans to connect different rail lines across the County. In response to participants' questions on plans to serve all C Line stations with operation of three-car trains in the future, Metro staff shared that there are four stations with platforms only long enough for two-car trains but that a recently secured grant will cover station upgrades to accommodate three-car trains.

3.1 Community Meeting 1

During the first community meeting, where most participants were residents of the Gateway Cities, there was overwhelming support for Option 1. The attendees noted that with Option 1, passengers will have the opportunity to take one seat rides, increasing their access to opportunities. Option 1 would also serve several low-income communities. The participants underscored that transfers are inconvenient and can discourage potential riders from taking public transit since they have to wait for longer periods. For this reason, some participants preferred Option 1 over Option 2. Since there were some redundancies in Option 3, the participants agreed that it would not be the best use of Metro's limited resources.

A few participants also suggested piloting different options and gathering ridership data before deciding which alternative to pursue. Several attendees also shared that pedestrian access to Norwalk Station is limited, forcing riders to walk along the 105-freeway ramp. There was also an inquiry on Metro's plans to connect the C Line to the Metrolink Norwalk Station.

3.2 Community Meeting 2

The majority of participants expressed support for Option 2. Option 2 appealed to several attendees who felt that having a north-south line on the Westside would be beneficial. A participant pointed out that Option 2 would be the most cost-effective alternative to operate and would make the most sense considering future connections to Torrance. Attendees who preferred Option 1 or 2 noted that the connectivity to LAX would be a huge draw to South Bay riders. A participant added that Option 2, in particular, would be more convenient for South Bay residents traveling to LAX and Inglewood. A Lawndale resident preferred Option 2 since Option 1 would require more transfers. An operator on the Green Line suspected that ridership for Option 1 would be limited.

Some attendees were concerned about how the different alternatives will affect travel times and the frequency of trains. Some participants asked Metro to expedite the connection to Metrolink's Norwalk Station, citing its potential to connect LAX to riders from Orange County and the Inland Empire. A few participants also asked Metro to consider using three rail cars.

In addition to discussing the preferred alternatives, some participants also shared their experiences while riding the Metro, including concerns about the homeless population, challenges face by riders with mobility issues, and the lack of station facilities.

3.3 Community Meeting 3

The attendees of the third community meeting mostly leaned towards Option 1 or 2. Option 1 gives access to the Westside and Redondo Beach and serves several low-income communities. However, since it is a long ride, the homeless population might be more enticed to use the system as a shelter. A participant shared that Option 1 offers the most value for money and if Option 2 was selected, the train headways would not improve. Another participant explained that travel time under Option 1 would take much longer, especially

with the planned Hollywood and Torrance extensions. The same participant preferred Option 3, stating that they thought the ridership between Aviation and Rosa Parks was the highest in the C Line.

Other suggestions raised during the meeting include merging all three options similar to how San Francisco operates its Red Lines, avoiding transfer points at Aviation/Imperial Station which may cause delays, and interlining the C and K Lines. As in the previous community meetings, some participants also asked Metro to extend the C Line to connect to Metrolink's Norwalk Station.

3.4 Community Meeting 4

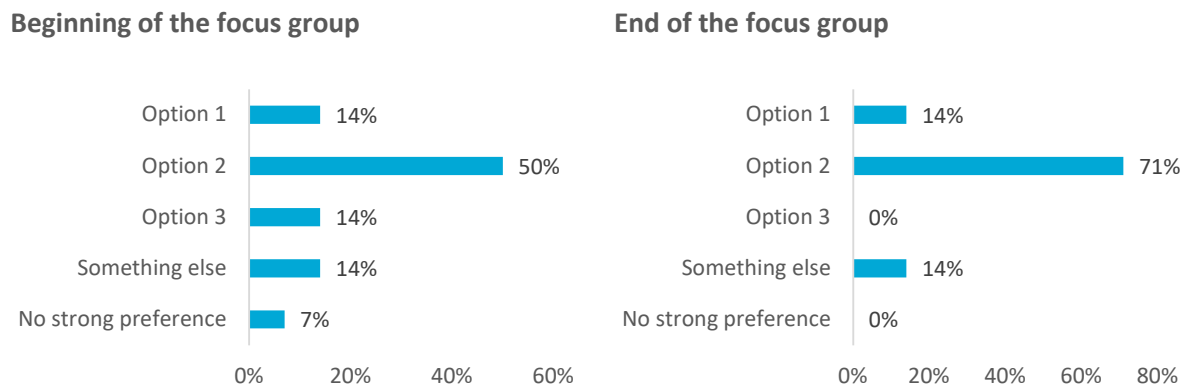
The majority of participants who expressed a preferred alternative supported the C-2 option citing budgetary and operator concerns. Participants also thought that having one north-south and one east-west line would allow for easier connections, make the system easier to understand, and would align well for easier operation of future extensions.

Many of the questions asked during the session were centered around overall system connectivity and operational considerations once the full line is operating. Questions asked included whether the LAX People Mover will have 24 hour service, how long it will take to make the trip between downtown LA and the LAX Airport once the line is complete, how the Inglewood People Mover should connect to the Green Line, and when the Regional Connector will open.

3.5 Focus Group 1

Focus group participants were asked to vote at the beginning and end of each session to say which option they preferred. At the start of Focus Group 1, half of the attendees chose Option 2 as their preferred alternative, with all other options receiving votes. By the end of the meeting, the votes for Option 3 and “no strong preference” shifted to Option 2, with the Option 1 and “something else” maintaining their votes. As a participant noted, the focus group likely has an overrepresentation of attendees riding in the Westside and South Bay. Those who chose Option 2 indicated that this alternative will provide a North-South rapid transit route in the Westside, while those who chose Option 1 liked that it entailed the least transfers. Option 3 was the least preferred alternative since riders have to take transfers to reach their destinations.

Figure 2. Which option would you prefer for combining the C and K Line Operations? (n=12)

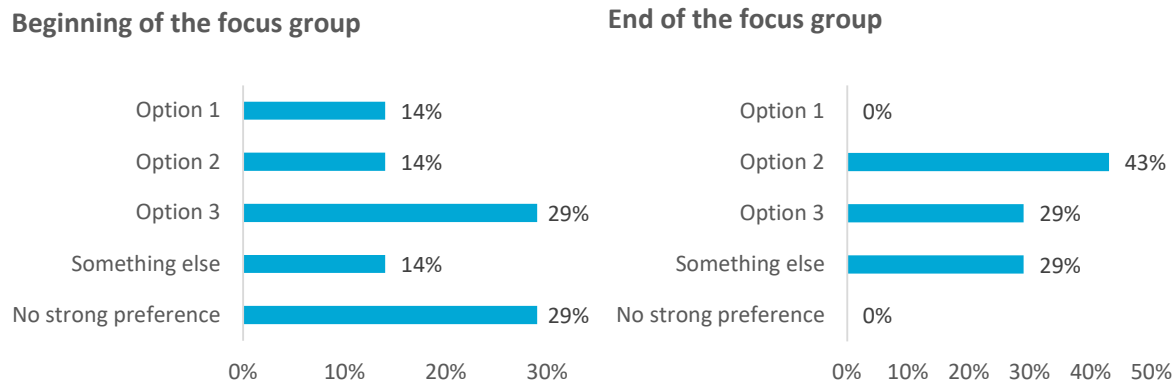


There were a number of questions on how the different options would impact the frequency of trains. A few participants emphasized that minimizing transfers would encourage riders to use the rail. Participants also offered suggestions to expand rail coverage such as a hybrid of Option 1 and 2, combining Option 2 and 3, and extending Option 1 and 2 north. Participants also touched on the connectivity with municipal bus lines, the possibility of infill stations in the future, and discrepancies in the platform length.

3.6 Focus Group 2

The poll conducted at the start of the meeting showed that Option 3 was the most preferred alternative. After the presentation at the end of the focus group when the poll was retaken, Option 2 emerged as the most popular choice. As part of the discussion, a participant was interested in the other options considered by Metro before the alternatives were narrowed down to three. Additionally, a resident from Orange County shared that while all three alternatives were untenable for him, Option 3 would be the most acceptable alternative. The participant thought that the ridership emphasis is misplaced and that the alternatives presented seemed to prioritize the occasional LAX traveler over everyday Metro riders. Other participants, however, noted that several workers use the C Line to get to the airport. There was also a discussion on the future of remote work and how that will impact ridership.

Figure 3. Which option would you prefer for combining the C and K Line Operations? (n=7)



Appendix A. Meeting Notes

Below is a summary of the discussion during the Question & Answer section of each meeting. Metro staff and the facilitation team responded to questions and comments providing information to help participants understand the three alternatives.

A.1 Community Meeting 1

- Consolidating resources behind Option 1 would benefit people currently riding the network and get them to less accessible places. It should be a high priority to maintain one-seat connection to most stations per person in the middle section of the C Line, where the equity community is most concentrated. With this option, particularly west approaching the Aviation corridor, it would be accessible to people in Hawthorne, Watts, etc. This would be the speediest connection to the E Line. Currently, the East and Central areas of the C Line have a well-defined ridership and with Option 1, there's the opportunity to take it north. In contrast, on the Aviation corridor of the current C Line, the ridership market developed less robustly and has seen less recovery post pandemic.
 - C1 and C3 offer that connection to the E Line and has larger regional catchment
- Most Gateway cities will support Option 1; take that line and extend further south if needed and leave the Green Line with a one ticket seat all the way to Crenshaw stop. A lot of common sense to design it such that those riding the Green Line can go to Crenshaw with one ticket, otherwise riders have to take a transfer and it's more inconvenient. Transfers are discouraging because people have to wait for longer periods. Those wait times are delays for those riding transit.
- Supports Option 1 because of the one-seat ride to LAX and Inglewood. Hopefully, there will be a good connection to SoFi and Inglewood. What other outreach activities are you doing in Gateway Cities?
 - Other outreach activities include survey teams riding the lines and working with partners from Council of Governments before going to the Board with final recommendation
- Is there any way we can trial both Option 1 and 2 (or a combination of both) for six months and see actual ridership numbers and come to a conclusion to which option is best? You never really know until you try it out. It's one thing to see it on paper but people need to see how it actually works.
 - The Board can direct Metro to operate one of the options for a trial period. For the C3 option, Redondo Beach does not enjoy direct connection to LAX unlike C1 and C2 with direct ride to LAX People Mover without having to change light rail trains. C3 preserves the majority of existing C Line.
- Doesn't like Option 3. Lots of redundancies; funds should be used as efficiently as possible. Option 2 is not bad, but it is better to have one-seat rides.
- Is there a possibility for Option 4? Every other Green Line train to continue doing what it does now and every other K Line train to continue so there's still through service to existing Green Line and

there's through service north and south in addition to connecting routes. How will the system connect to West Santa Ana branch (WSAB)?

- WSAB is new project from Artesia to DTLA as new light rail line. Proposal to create new Green Line station where West Santa Ana branch would cross over the Green Line alignment, just to the east of 710 freeway in Gardendale area. West Santa Ana branch documentation shows the proposed C Line station in their maps.
- Everywhere to everywhere option – Norwalk to Redondo Beach, Norwalk to Expo, Redondo Beach to Expo for example. It is operationally doable, but the frequency would be half what you would get compared to the three options if budget is limited
- Extend existing Green Line to connect the gap between Norwalk Metrolink and the Green Line station
 - Measure M funding plan to connect to Norwalk. Extension project exists but further out to 2057.
- Will your extension of existing east side lines have third phase to continue out to the border of La Habra to connect to OCTA lines?
 - A lot of potential future options to connect to other systems but only Green Line to Norwalk Metrolink is in Measure M
- Noticed pedestrians using the 105 freeway to get to the Green Line station. Any plans to make it more pedestrian accessible? There's pedestrian access but people usually have to go all the way around or walk on the ramp
 - A brief history on the 105 freeway – the rail line was a mitigation measure that helped the authorities gain approval to build the rail line in the middle of the freeway. Comes with some positives in that it is visible, but it's not the greatest passenger environment in terms of access and the freeway traffic noise
- How about the parking traffic at Studebaker? There are too many cars parked on the residential street
 - This may be because there's a fee associated with parking at Norwalk Station. Parking fees were introduced when demand was starting to overwhelm the station.
- The Regional Connector will help with a lot of the passenger congestion on the B and D Lines in DTLA
 - The new rail line will go through DTLA; currently light rail lines are separated. Lines will be joined together. Metro is currently testing the system but has no set opening date yet.
- What options are there for extending the K Line further north to the D and B Lines to make a complete line so you can go up to San Fernando Valley without having to pass through DTLA?

- Any of the options would bring the line from Expo/Crenshaw up to Hollywood. There will be connection to both B and D subway lines.
- The Green Line is really slow and takes forever to get to DTLA and Hollywood and change from the Blue to the Green Line; long waits are discouraging to riders. Works in Long Beach pre-pandemic and gets there faster even with traffic by car.
 - Working on improved frequency for light rail. Hoping to improve frequency from 15 to 10 minutes on the C Line for off peak weekday and weekends.

A.2 Community Meeting 2

- Definitely in favor of Option 1 or Option 3 because connection to LAX is a huge priority. After spending time in Europe, it was disappointing to come back to LAX.
 - A critical difference between the three options is that Option 3 does not provide connectivity to LAX Station from all segments. Redondo Beach leg would not be connected to LAX Station. Option 3 prioritizes existing C Line instead of connecting to LAX.
- Prefers Options 1 and 2 with connectivity to LAX; this is a big draw for South Bay riders. Few people from South Bay ride eastbound during work hours. Is Metro planning to run trains through K Line before airport connection is open?
 - Construction at AMC Station to operate trains through the station. This was the original plan but more recently, construction is more focused on coordinating LAX and the People Mover train opening days. Not opening K Line operations as soon through AMC and working faster on the AMC project to align opening days is now being explored.
- Supports Option 2. West side of LA is developing quickly and having a coherent north-south line would be beneficial especially with transfers having to be made; LA roads based on a grid. Not sure if South Bay density deserves that quite yet so Option 2 is better; also considering future connections to Torrance.
- A Lawndale resident shared their reservations with Option 1, favors Option 2, and indifferent to Option 3. For C-1 and C-2, riders have one-seat ride to LAX. One-seat ride is beneficial, might be confusing if they have to transfer. If C-1 were to be implemented, riders would have to take the train from Redondo to LAX and from there, take the K Line or C Line. Riders would end up taking three instead of two light rail trips.
- A current operator on the Green Line shared that they don't expect to see enough ridership for Option 1. For Option 2, does Metro anticipate the ridership to increase? Operating two cars between Crenshaw to existing westbound to Redondo Beach – ridership will be packed between the two cars. Option 3 is the best option except passengers don't read signs and they might go past Wilmington to Norwalk. Suggested that one side Norwalk going to Expo, and one side to Marine Station. With Option 3, if you have a train stop, how long will it stay before going westbound?
 - Trains would go further east of Willowbrook/Rosa Parks to use crossover to come back. Dwell won't take place on platform.

- Likes C-2. Looking at the bigger picture and future projects, C-2 keeps operations in check for the short and long term. It might be most cost-effective to operate and get more people to use it.
- A lot of people from South Bay supporting C-2 makes most sense to move people from South Bay going to LAX and Inglewood. People are aware of the extension to Torrance; hopes everyone is also considering options.
- LA is hosting the Olympics. How will these lines bring people to and from Olympic areas?
 - Some of the venues such as the SoFi stadium are close to the C and K Lines; these lines definitely have a role to play. There will be a substantial influx of people so LAX will be challenged to move more people. Events are scattered across the region. Opening and closing ceremonies will be at SoFi. There are also events at the Coliseum, Crypto Arena, and Downtown Long Beach.
- How much time will it take for the train to get from Norwalk to Crenshaw Station?
 - Around 43 minutes, from Norwalk to Expo/Crenshaw Station
- Is the K Line a three-car line?
 - The K Line was built to accommodate three-car trains. We have stations on the existing C Line that were built to accommodate two-car trains. LA Metro recently secured a state grant to expand the four stations that currently have two-car platforms to be three-car platforms.
- Option 3: Will the frequency of trains remain the same? Will they share the same track, from Aviation to Willowbrook Station?
 - Metro tries to use the same frequency across all lines. Currently, the headway is around ten minutes in peak periods. Pre-COVID, six minutes was the traditional peak headway. It is still feasible to operate the same LOS. We are going through a transitional period for rail. Rebound still not strong on the rail network; unsure when Metro can go back to the six-minute headway.
- We all know Options 1 and 2 are at-grade because of the K Line, is that going to affect travel times compared to Option 3 which is grade separated?
 - It would not impact travel times; will be using same speed and equipment, trains scheduled three minutes apart to keep distance between them
- A participant recalled that Option 3 was not the option Metro recommended to the Board. South Bay recommended the option.
 - The staff recommendation was C-1 alternative but after deliberation with the Board, they wanted to preserve the C Line, hence, Option 3 was chosen. The critical difference is also that LAX-AMC connector is in place. South Bay has interest in the north-south alignment, but they have to take a position as they make their option. LA Metro meets with them and is waiting for a formal response from South Bay and the Gateway Cities.

- The C Line provides single seat service between Norwalk and Redondo Beach, the Metro Board may want to consider at least a new single seat line between Aviation LAX and Redondo Beach in addition to existing options.
 - This is our moment for the Metro network to have a meaningful connection to LAX. One of the characteristics of the network is simplicity and avoiding too many patterns since this adds to the operating cost. Point-to-point service is definitely customer-friendly but extremely expensive because every section of the line is duplicated.
- What about extending the C Line to the Westside to Expo/Bundy and eventually to Veterans Hospital to connect to the E and D Lines?
 - We have Torrance extension planned, that will happen first. The second project will extend the K Line further north, these are in the funding measures and have future funding dollars allocated to them.
- Other than the three alternatives, what were the other operating scenarios? Hopes that C Line can still run between Norwalk and Redondo Beach because people will have to connect with A and J Lines. Would prefer C-3 with modifications on the C Line continuing to Norwalk because people have to get off the train at Rosa Parks and transfer to Norwalk using the K Line.
 - Everywhere to everywhere option, feasible to do it operationally but the challenge is affordability. This would double the number of rail services that Metro is running. Instead of eight-minute frequency, it may reach twelve or fifteen minutes. A lot of riders make transfers, depends on how convenient Metro could make those transfers.
- The People Mover Station and LA Metro Station are far from each other, especially for those with luggage. How do you go from the Metro Station to the People Mover?
 - There are escalators and elevators to connect these systems since they will be on different levels; there are vertical transfer opportunities. One station platform is underneath the other.
- Please make it a priority to connect the K Line to the Expo Line. We can go past LAX. If you get on Red Line to North Hollywood, you have to take the Green Line, Blue Line, and Red Line to North Hollywood. At least 4 transfers.
- West Santa Ana Branch Gardendale Station - Green Line trips can terminate there and be out of way; similar design to San Diego station
- C Line from Torrance – Redondo Beach extension down to Hawthorne Boulevard. Ridership will be higher if it goes down the road.
 - Project team has received feedback on this issue
- C Line –Is it possible to start with LAX station?
 - timeline for construction of platform extensions not yet clear but we have funding stream for the project

- Bus from Westchester to Green Line – bus transfers have diminished ridership vs one seat ridership
 - We operate a bus bridge so people can move between two lines, but it does take an effort to transfer
- Is Metro planning for the future? By 2030, West Santa Ana branch is going to have a station, maybe extend to Norwalk and Santa Fe Metrolink Station. How is this going to impact the lines Metro will use?
 - Metro has the West Santa Ana project, other projects in development – opening in early 2030s. Will have brand new station adjacent to C Line and building C Line station to connect those two lines. Whatever option is chosen will accommodate future development. Extension from Norwalk C Line to Norwalk Metrolink is another Measure M project but in the 2050s.
- Downtown Regional Connector project – Blue Line to Pasadena. How long will two new routes take in terms of total round trip time and how many new train sets will be required?
 - 168 rail cars when service is launched, we will increase operating train sets. We are testing these two new lines – opening maybe later this year.
- Volunteers for Metro's on the Move Program. Unpleasant experience riding the C Line especially with the homeless population.
 - Current challenge with homeless population being discussed with the Board – policy involves how to deploy law enforcement and other resources to get people who are not using the system for transportation out of the trains and stations. Major issue for the Metro Board.
 - Use Transit Watch app to make reports – take pictures of elevators that are not working; data also used by security to direct resources.
- The elevator goes out of order, it is difficult for the handicapped. Has mixed feelings about the new drivers. The drivers don't want to lower the ramp. Keep in mind the handicapped in whatever service you provide.
 - Please report through comment opportunities and note time and vehicle number
- When will Metro start switching signs to reflect patterns from new lines? Union Station still has the yellow circle.
 - Metro is working overtime to update the signages
- Appreciates what Metro is doing with the ambassadors, their visibility and presence makes the trains feel safer

A.3 Community Meeting 3

- At Aviation LAX, there's a shuttle that goes to Westchester/Veterans from the Green Line. Is the use of that shuttle overwhelming? Curious if there are a lot of trips and transfer activities. Pico Station on

Blue Line where people from the south would switch to the Expo Line. Are people coming from South LA to get to the Expo Line and ride it?

- Shuttle bus typically has 250 riders by day by direction compared to K Line of about 2,000 riders a day. We have seen a small volume transfer off K Line to travel across the C Line. Every Crenshaw line has a bus arriving, but we haven't seen that as the most substantial volume. Expo/Crenshaw and Westchester/Veterans busiest station of the line. Interested in how this will change with direct connection to LAX.
- Looking at shuttle numbers misrepresents what the situation could be because it could affect how people choose to use transit if they didn't have to do that extra step. With numbers being modest, it would be a growth challenge to get people coming from Redondo Beach. One reason that Option 1 is attractive is that information on budget and resources for all three operating patterns is useful and those wanting to use those resources to get the best value. But also, the relatively lean number of train sets for Option 2, we could do Option 1 with less. If Option 2 is selected, the headways on the Green Line as they are today wouldn't get any better. Wants to see a shift for shorter wait times on the Green Line.
 - Rail frequency standard across all light rail lines. For any of these options, Metro would offer the same frequency. Right now, Metro operates light rail every ten minutes at peak period, generally twelve minutes frequency off peak. C Line generally has fifteen minutes of frequency off peak but expect to correct that to match headway of other lines. Hopes for eight-minute peak frequency, ten minutes off peak.
- Option 1 and 2 preferred. Option 3 is similar to how B and D Lines are right now. Thinking about municipal buses on the C Line (Torrance to Redondo Beach Station) – GTrans going between Aviation and Willowbrook/Rosa Parks Station, DASH buses available too. There are several Long Beach Transit buses. Connections of these municipal bus lines to C Line?
 - Metro has a lot of municipal transit activity providing connections to C and K Lines, would continue to have those lines connect. Lots of opportunities to partner with municipalities and not duplicate their efforts. TAP card option available for municipal agencies
- Density with the section of track between Aviation and Rosa/Parks being the highest in the C Line - also one of the slowest parts of the system is why Option 3 is preferable, but merging all three options would be better – keeping the C Line intact and piggybacking off of what San Francisco does with their Red Line, where a specific train goes to the airport, turns around, driver switches ends, and continues on the same route. K Line will also serve Aviation to Rosa Parks which would make Rosa Parks a major transfer point in the system. However, this includes construction along the upper platforms of the station which Metro might not consider, given their budget cuts. With Hollywood and Torrance extensions, Option 1 would take a lot longer and a lot of trains coming out of the K Line division.
 - Preserving C Line – everywhere to everywhere option, Norwalk to Redondo Beach, expanded version of C-3. Goes to every station without having to change trains. Physically possible, but doubles operations. Likely looking at less frequency for each line due to budget limits which matters for people's willingness to use the system.

- Avoid transfer points at Aviation/Imperial Station which may cause delays to the airport. That route can stop at existing Aviation/Century so people do not have to transfer all the way to Imperial
 - The reason Metro didn't add stops is that the physical conditions are not set up for a bus stop. Alignment is often subject to road closures, so we have to detour as they get closer to the opening of AMC.
- Interlining C and K Line – how the B and D Lines are now. If that were implemented, would it have the same frequency as B and D Line? Would K Line become C Line at Expo/Crenshaw?
 - Metro has to develop a schedule to see if interlining would be required. Can easily train operators. If deemed the best way, it would be great if both division operators trained on both lines.
- Likes Option 1 and Option 2, but has safety concerns on these very long rail trips. The breakup and transfers help alleviate those safety concerns. Option 1 is reaching some of the lowest income communities and it would be no transfers for them. Preference for what's best for the community. Lowest hanging fruit is riding the line. Doesn't like that the C Line makes a curve going north and stops. C Line is central to a few communities and for them to transfer might be an issue but might also be safer.
 - It might create a more convenient environment for the homeless to shelter in, a challenge for longer rail lines. Equity focused communities where transit is more vital. The ability to travel further on one train ride is more convenient for the riders.
- How does Metro plan to get railcars from there all the way to Atlantic? Also proposed extending the Green Line to Metrolink Norwalk Station
 - Norwalk project in Measure M, further out in the timeline. In terms of regional connector - opens in a few months – Board selected combining A and L line. Launching this format end to end. A case of getting used to running this system comes with some complexities but Metro is already in test mode. Homeless issues have to be monitored. Ambassadors are deployed on the C Line.
- Will there be a station near the Commerce Shopping Center?
 - Eastside Extension project - Atlantic Station travelling further east. Probably will be implemented in a couple of stages which plans to include a stop at the Citadel Outlets.

A.4 Community Meeting 4

- Favors C-3 with a modification of the C Line to continue down to Norwalk so that riders don't forget to get off the train and transfer. Thinks they would have a better travel experience from Redondo Beach to connect to the A and J Lines to or from DTLA. The K Line should operate from Expo/Crenshaw to Norwalk, and Redondo Beach to Norwalk.
 - Metro has the tracks and infrastructure; it would be more expensive and would require additional train sets. Providing everywhere to everywhere service would be a full duplication of existing service levels and would require reducing frequency.

- Will the LAX People Mover have 24 hour service?
 - That will be up to LAX as they will operate that service. It is likely that if they do not operate a full 24 hours, then they will operate close to that as it will provide a key link for their employees and to things like the rental car facilities.
- How long it will take to make the trip between downtown LA and the LAX Airport once the line is complete?
 - The trip will take approximately 45 minutes. Riders would connect to the LAX People Mover train which would be located at the station and would operate very frequently.
- In Options 1 and 2, the C Line stops short of where it would meet with the Inglewood People Mover. Anyone coming up to SoFi or the Forum from South Bay will have to transfer after transferring trains at LAX. It seems clumsy to require a transfer to go 2 more stops to get to the Stadium. Why not run the first train all the way up to the Inglewood People Mover? The Inglewood People Mover will run around ½ mile from the Green Line. It would make sense to connect it directly to the Green Line, but it seems to have been designed in isolation and not considered in network planning. Is it possible to extend the C Line north to DT Inglewood Station?
 - A subsequent phase would extend Inglewood People Mover to the C Line. Neither the initial or future phases are fully funded. That operation would be revisited when there is more certainty about the Inglewood People Mover project. Metro typically operates shuttles from Hawthorne/Lennox Station to the Stadium. That service would continue until the Inglewood People Mover opened.
- Why can't both be extended up to Expo/Crenshaw?
 - There is a short-term power supply issue, but Metro recently received notice of a state grant award to address platform lengths and power issues. In 2018, C-1 and C-2 were designed to have minimum overlap and maximize frequency to allow easy connections.
- Supports C-2 due to budgetary and operator concerns. Also thinks having one north-south and one east-west line will allow for easier connections, and that keeping as east-west and north-south lines sets up for easier operation of future extensions. A short-term solution until phase 2 Inglewood People Mover is completed could be to operate special event trains for events held at the Forum or other nearby venues. LAWA has moved the People Mover opening to 2024 to LAX/Metro Center. Is it possible that the C Line to Aviation/Century will open before the end of 2023, or will its opening be delayed until the entire extension can open?
 - Metro had expected ability to operate through LAX Transit Center Station, LAX People Mover train completion date has moved a little. Have found that if Metro delays operating trains through the station, construction would be able to advance more quickly. Metro is working with LAX to align dates. Metro would not open to Aviation/Century Station alone.
- Favors option C-2. What is the relative cost savings are for C-2 compared to C-1 and C-3?
 - Metro did not want cost to be the major discussion point for the public outreach, but wanted the discussion to be centered around functionality, which is why the options are discussed in

terms of resources. The operational costs would vary by multiple millions of dollars each year. The C-3 option would require around 19 2-car trains, C-2 would use 16 car train sets, and C-1 would use 17.

- Uses Metro one-two times per month from Azusa to LAX by riding to Union Station, transferring to the Blue Line towards Long Beach, then transferring at Willowbrook all for \$1.75. C-3 would be his choice, but coming from Azusa, what would be his alternative to get to LAX once Regional Connector opens?
 - When Regional Connector opens, L Line will become the A Line and he would be able to ride to Willowbrook and take the train across from there to the People Mover. All three options would be equivalent. C-3 wouldn't benefit turns south and doesn't reach the People Mover. Another option would be to ride to downtown, transfer to the E Line and ride south to the People Mover. That trip may be slightly shorter but does involve an additional transfer.
- One of the presentation slides says that over 20 operational scenarios were originally considered – what were they?
 - Those scenarios date back to the 2018 discussion. Staff can follow up to provide more information. Many of the options were ruled out due to technical reasons.
- Happened across the meeting notification on Twitter, but it was not reflected on metro.net/calendar. Hopes in future will consider having added to the calendar.
- What is the opening date for the Regional Connector?
 - Trains have been operating a full schedule in testing mode since April 9. Once Metro can obtain CPUC approvals, an opening date can be established. An announcement from the CEO is pending, but it will be coming soon within 2023.

A.5 Focus Group 1

- C-2 is the most useful and practical option because people are coming from east/west and trying to go to LAX and if they want to go north, they can transfer. Feels like having as many transit options as possible is important. LAX is a big transportation hub; there's opportunities. Short-term worker availability and feasibility might be an issue, but maybe next time there could be 3 lines. Maybe one that could go to Torrance or a combination of C-2 and C-3. Doesn't understand why Norwalk Station isn't connected to Metrolink.
 - There is a project, but still in the distant future to link the existing Norwalk Station from the C Line to the Metrolink station.
 - Everywhere to everywhere alternative – expand the C-3 option by expanding the Green Line alignment to Norwalk and north-south alignment at Redondo Beach. It's not an infrastructure challenge but Metro would double the amount of rail service and increase the operating budget. The other way to do it would be to reduce the service and the frequency would be less. There's a tradeoff between one seat rides and more frequency of lines.

- For Option 2, one thing to consider is the combination of LAX and Marina del Rey. The extended chokepoint for traffic from Santa Monica to South Bay would be an advantage for Option 2. With regards to Option 3, it's cutting usefulness. Transit riders are taking routes with more than one transfer. Doesn't see any benefit of extending to Torrance if it doesn't connect anywhere other than taking transfers.
 - One of the notable differences is that for C-3 not all stations have direct access to LAX. With the other two alternatives, all stations on any part of the network enjoy a direct connection to LAX. C-2 does align with the regional travel pattern for the western end with north-south concentrations of movement.
- Shoutout for C-1 option. Takes C Line from end to end. Choosing C-1 gives riders the option not to transfer to go all the way up to the Expo Line. For these surveys and focus groups, do you capture where people start from where they live to ensure that results aren't skewed?
 - Yes, survey includes home zip code to cross check the different lines and see what the distribution is for the zip codes.
- Thinks Option 3 is the worst. Strong transit network has short headways to minimize time, especially if riders have several transfers. For people waiting at stations, this can be a strong deterrent.
- Likes idea of the line going past LAX Station to Inglewood; would facilitate people going to games. Metro has to facilitate many rides north of Expo Station. A lot of factors outside of Metro make it hard to use the lower end of C Line. Would like Options C-1 and C-2 extended north. Is there precedent for ending a train midline? Like C-3 and C-2 stopping and going back around?
 - Not sure what LAX's plans are for the flyaway network – most rail operation has been end to end without active use of short lines. It is doable and feasible but adds complexity with mix of protocols and switch tracks.
 - On K Line portion – at grade, while operationally you can move trains faster there might be standards that Metro abides by.
- Is it possible for any one of these options anytime in the future?
 - The Board's intent was to select the option that could be piloted and consider the results of testing. Interested in a permanent option since it's expensive to redo signage and other arrangements. Definitely some challenges with conducting a pilot and reinstating a different operating plan.
- Platform length discrepancy between different parts of line.
 - C Line was built in 1995 as part of the mitigation measures to allow for building 105 freeway. At the time, there were engineering actions which were to build 4 stations with limit of two car vs three-car platforms. All two-car length stations are in the west end of existing line - Aviation LAX, Redondo Beach, Mariposa, and Douglas. Metro received state funding to address platform length discrepancy at those four stations.

- Are the anticipated headways six minutes regardless of service pattern? Is there a possibility of making infill stations on C Line in the future? And the line that connects C to K – in the future, can Metro extend the C Line westward?
 - Six minutes was traditionally Metro's light rail maximum peak frequency pre-COVID. Metro has the capacity to build back to that level of frequency, but ridership remains subdued. Recovery is 67 percent. The current headway is ten minutes during peak periods. We're looking to get to eight minutes peak frequency but need to hire more operators and more ridership. We have another rail initiative that will open – the Regional Connector through DTLA. Only definite infill station is Santa Ana branch
- Can C-2 continue north to at least the People Mover or K Line north?
 - If we look at C-2 option whether Norwalk continued north – yes, additional train sets required. Physically, yes, we can operate further north but operation costs will be higher.
- Excited for the Regional Connector. When looking at arrangements for trains, we need to get people where they want to go and minimize transfers. You have to transfer so many times; as a lifelong Metro rider, doesn't trust transfers. Prefers Option 1 since it requires the least transfers. The goal of light rail is to minimize car travel, the opportunity to travel long distances without transfer. C Line doesn't really take you anywhere. Supports extending the C Line all the way to K Line, hybrid of C-1 and C-2 option. Minimizes transfer and gets people to farther places.
 - On extending C-2 option to Expo/Crenshaw Station, Metro can set up more efficient transfers and set trains up to be three to five minutes apart so there can be quick easy transfers between each line if necessary.
- This focus group likely has an overrepresentation of folks riding in the west side and South Bay. Reducing miles traveled by car should focus on getting folks long distances easily. Lots of traffic in the west of the county due to workers from the east (that's why the 10, 105, and 405 freeways are always jammed). If Metro can run long distance lines like Azusa to Long Beach then a line from Norwalk to Hollywood is now a problem (though you could conceivably do this by taking C, to A, to B).
 - Challenge is Norwalk to Hollywood - problematic and would offer larger regional catchment.
- What would it take for Metro to consider new heavy rail lines?
 - Metro flagging for heavy rail format. The Sepulveda Transit Corridor is an active project under the study. Hopefully operational by mid-2030, minor extension east side in DTLA.
- Sepulveda pass – please don't use monorail since it's completely different infrastructure. Alternate C-2 option for the rest of the day, but during peak hours add dashed line instead of stopping at LAX for a period of three and four hours. Would this be a feasible option since there would be more riders coming in anyway?
 - Operationally doable – move the train so they can switch directions.
- What are the future plans of Metro rail? To what extent can Metro proactively plan?

- No overall rail vision plan but Metro needs it. The future rail initiatives already in planning include the Sepulveda Transit Corridor, West Santa Ana Branch, and East San Fernando Valley corridor. Several projects for Metro rail expansion are in the pipeline. There's a framework for continued expansion but other corridors such as Vermont have to be developed as a project. Metro can create a rail vision.

A.6 Focus Group 2

- Operating plan of C and J Lines – most important is to keep C Line service between Norwalk and Redondo Beach because Redondo Beach and Torrance people need to make connections at A & J Lines traveling to DTLA. Suggests one route, Norwalk to Redondo Beach, which would be the C Line. If Option C3 is chosen, it's an okay option with C Line being able to continue to Norwalk. If it starts at Rosa Parks Station, riders will forget to transfer to another train to Norwalk. What were the other 20 operating scenarios considered?
 - Option described is the everywhere-to-everywhere option. One of the options the Board considered earlier on was to preserve the full C Line, keep Norwalk to Expo/Crenshaw, but take the north-south alignment from the C-2 alignment. This doubles the amount of rail service. There would likely need to be a tradeoff with reduced frequency for each line to be able to budget for operation of that network of lines.
- Suspects that support for Option 3 is because of the audience. Lives in north OC, commutes to South Bay – all 3 options are really bad. If Option 1 or 2 is adopted, can't ride Metro. Option 3 is the least evil. Commute is not shorter using Metro today, but having to transfer adds another 20-30 minutes to the commute time and is untenable. If Option 3 is chosen, might still continue riding Metro. Glad the Metro system is being expanded but ridership emphasis might be misplaced. Metro is forsaking regular riders to give preference to the occasional LAX traveler.
- Anything but Option 3, because getting workers to the airport is an important component of what's happening here. Lives in Long Beach to go to LA. Given the route, travel time with the C Line takes much longer than driving. You stand on the platform, and you can't have a conversation with someone. The system isn't serious about luring people out of cars.
 - LAX travel market – AMC connection to the People Mover. C Line was built as mitigation measure for the new 105-freeway construction but it's designed at the heart of the freeway and picks up noise from surrounding traffic. Acknowledges that waiting environment is not great because of the noise.
- Used to work in El Segundo, takes the Metro at Lakewood Station and gets off at Mariposa. Started working in Venice last year. Commutes from Downey to Venice, is only 15 minutes longer by transit than by car. Can take a ride at Lakewood Station and go to LAX. Get off at Aviation, take Santa Monica bus and use the Metro bike share. Any of the routes will serve airport staff; sees a lot of airport staff taking the C Line, getting off Aviation and taking a shuttle to the airport.
- Remote work will go away, and in-person work will go back soon. Planning for ridership based on COVID is a mistake.

Appendix B. Sign-in Sheets



C & K Line Operating Plan Public Meeting

Monday, April 24, 2023

| NAME (Please print) | EMAIL <i>Print clearly if you'd like to be added to email list</i> | Add to Service Council Email List? | How did you learn about the meeting? |
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| Stephanie Lepica | stapra@norwalk.ca.gov | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | <input type="checkbox"/> Brochure/Flyer <input type="checkbox"/> Facebook <input type="checkbox"/> Twitter <input type="checkbox"/> Email <input type="checkbox"/> Friend <input type="checkbox"/> The Source Blog |
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C & K Line Operating Plan Public Meeting

Monday, April 24, 2023

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| Alejandro Alvarado | alejandro.alvarado6656144@gmail.com | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Brochure/Flyer <input type="checkbox"/> Facebook <input type="checkbox"/> Twitter <input type="checkbox"/> Email <input checked="" type="checkbox"/> Friend <input type="checkbox"/> The Source Blog |
| Vincent Perez | Biker1044@msn.com | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Brochure/Flyer <input type="checkbox"/> Facebook <input type="checkbox"/> Twitter <input type="checkbox"/> Email <input type="checkbox"/> Friend <input checked="" type="checkbox"/> The Source Blog |
| Jesus Gomez | JGomez@Norwalk.ca.gov | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Brochure/Flyer <input type="checkbox"/> Facebook <input type="checkbox"/> Twitter <input type="checkbox"/> Email <input type="checkbox"/> Friend <input type="checkbox"/> The Source Blog |
| Danny Hom | already on | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | <input type="checkbox"/> Brochure/Flyer <input checked="" type="checkbox"/> Facebook <input type="checkbox"/> Twitter <input type="checkbox"/> Email <input type="checkbox"/> Friend <input type="checkbox"/> The Source Blog |
| Serena Liu | mail.serenaliu@gmail.com | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Brochure/Flyer <input type="checkbox"/> Facebook <input type="checkbox"/> Twitter <input checked="" type="checkbox"/> Email <input type="checkbox"/> Friend <input type="checkbox"/> The Source Blog |
| Francisco Mojica | cmojica88@gmail.com | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Brochure/Flyer <input type="checkbox"/> Facebook <input type="checkbox"/> Twitter <input type="checkbox"/> Email <input type="checkbox"/> Friend <input type="checkbox"/> The Source Blog |
| Viviana Gomez | vgomez@bos.lacounty.gov | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Brochure/Flyer <input type="checkbox"/> Facebook <input type="checkbox"/> Twitter <input type="checkbox"/> Email <input type="checkbox"/> Friend <input type="checkbox"/> The Source Blog |

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C & K Line Operating Plan Public Meeting

Wednesday, April 27, 2023

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| Christy Ng | Christy.ng@gmail.com | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Brochure/Flyer <input checked="" type="checkbox"/> Facebook <input type="checkbox"/> Twitter <input type="checkbox"/> Email <input checked="" type="checkbox"/> Friend <input type="checkbox"/> The Source Blog |
| Kim Wong | KimFanWong@yahoo.com | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Brochure/Flyer <input type="checkbox"/> Facebook <input type="checkbox"/> Twitter <input type="checkbox"/> Email <input checked="" type="checkbox"/> Friend <input type="checkbox"/> The Source Blog |
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C & K Line Operating Plan Public Meeting

Wednesday, April 27, 2023

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| Nunila Sagisi | nusagisi@hotmail.com | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | <input type="checkbox"/> Brochure/Flyer <input type="checkbox"/> Facebook <input type="checkbox"/> Twitter <input checked="" type="checkbox"/> Email <input type="checkbox"/> Friend <input type="checkbox"/> The Source Blog |
| Wayne Wright | 74 IMAGES @ GMAIL (CA) | <input type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Brochure/Flyer <input type="checkbox"/> Facebook <input type="checkbox"/> Twitter <input type="checkbox"/> Email <input type="checkbox"/> Friend <input type="checkbox"/> The Source Blog |
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| | | <input type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Brochure/Flyer <input type="checkbox"/> Facebook <input type="checkbox"/> Twitter <input type="checkbox"/> Email <input type="checkbox"/> Friend <input type="checkbox"/> The Source Blog |
| | | <input type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Brochure/Flyer <input type="checkbox"/> Facebook <input type="checkbox"/> Twitter <input type="checkbox"/> Email <input type="checkbox"/> Friend <input type="checkbox"/> The Source Blog |

Please print your email address clearly if you wish to be added to the email list.



C & K Line Operating Plan Public Meeting

Saturday April 29, 2023

| NAME (Please print) | EMAIL <small>Print clearly if you'd like to be added to email list</small> | Add to Service Council Email List? | How did you learn about the meeting? |
|---------------------|---|--|---|
| Randy wheeler | Randy wheeler 422@gmail | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Brochure/Flyer <input type="checkbox"/> Facebook <input type="checkbox"/> Twitter <input checked="" type="checkbox"/> Email <input type="checkbox"/> Friend <input type="checkbox"/> The Source Blog |
| Daniel Horn | no thanks | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | <input type="checkbox"/> Brochure/Flyer <input type="checkbox"/> Facebook <input checked="" type="checkbox"/> Twitter <input type="checkbox"/> Email <input type="checkbox"/> Friend <input type="checkbox"/> The Source Blog |
| Rochelle Mackabe | miss mackabe@gmail.com on file | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Brochure/Flyer <input type="checkbox"/> Facebook <input type="checkbox"/> Twitter <input checked="" type="checkbox"/> Email <input type="checkbox"/> Friend <input type="checkbox"/> The Source Blog |
| Jeremiah Phillips | westcoastmetrotransit@gmail.com | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Brochure/Flyer <input type="checkbox"/> Facebook <input type="checkbox"/> Twitter <input checked="" type="checkbox"/> Email <input type="checkbox"/> Friend <input checked="" type="checkbox"/> The Source Blog |
| | | <input type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Brochure/Flyer <input type="checkbox"/> Facebook <input type="checkbox"/> Twitter <input type="checkbox"/> Email <input type="checkbox"/> Friend <input type="checkbox"/> The Source Blog |
| | | <input type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Brochure/Flyer <input type="checkbox"/> Facebook <input type="checkbox"/> Twitter <input type="checkbox"/> Email <input type="checkbox"/> Friend <input type="checkbox"/> The Source Blog |
| | | <input type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Brochure/Flyer <input type="checkbox"/> Facebook <input type="checkbox"/> Twitter <input type="checkbox"/> Email <input type="checkbox"/> Friend <input type="checkbox"/> The Source Blog |
| | | <input type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Brochure/Flyer <input type="checkbox"/> Facebook <input type="checkbox"/> Twitter <input type="checkbox"/> Email <input type="checkbox"/> Friend <input type="checkbox"/> The Source Blog |

Please print your email address clearly if you wish to be added to the email list.

Appendix C. Public Comment Cards Received

Metro C & K Line Public Meeting

Date: 4/24/23 Name(optional): P. WARD

Most frequently used Bus/Rail Lines: B, D, K, K, B, D, L, C

Times of day most frequently ride: VARIABLE

Please pick your preferred option for the redesigned Metro C Line and K Line rail service:

☒ Option 1

☐ Option 2

☐ Option 3

Option 1

Option 2

Option 3

Comments: Inglewood People's Market could be the "S" Line
with a Bronze Gate
LA Airport could be "L" Line (Aqua)
How Long will the trip take between Expo Crenshaw
to Redondo Beach



Reunión pública de la línea C & K

Fecha: _____ Nombre(opcional): _____

Líneas de autobús/tren más utilizadas: _____

Horario del día con más frecuencia de paseo: _____

Elija su opción preferida para el servicio de trenes Metro C Line y K Line rediseñado:

☒ Opción 1

☐ Opción 2

Option 1



Option 2



☐ Opción 3

Option 3



Comentarios: This is Reminiscent of Metrolink LEX (San Bernardino to Oceanside) and BART Orange line (Richmond to North San Jose) as it does not pass through DTLA (or DTSF)

C & K Line Public Meeting

Date: 4/24/2013 Name(optional): Alejandro Alvarado

Most frequently used Bus/Rail Lines: 460, C Line, B line, E line

Times of day most frequently ride: _____

Please pick your preferred option for the redesigned Metro C Line and K Line rail service:

☒ Option 1

☐ Option 2

Option 1



Option 2



☐ Option 3

Option 3



Comments: _____

C & K Line Public Meeting

Date: 4/27/23 Name(optional): Yvette X.

Most frequently used Bus/Rail Lines: Used to ride 910, 81, & 460

Times of day most frequently ride: 8-9am + 5-7pm M-F

Please pick your preferred option for the redesigned Metro C Line and K Line rail service:

☒ Option 1

☐ Option 2

Option 1



Option 2



☐ Option 3

Option 3



Comments: I prefer this route b/c it would provide more access to the Westside + the rest of the Metro system. One seat ride potential.
Option 3 is too redundant + I don't support it.

Metro C & K Line Public Meeting

Date: APRIL 2023 Name(optional): GAIL MURAKAMI
 Most frequently used Bus/Rail Lines: C/BLUE LINE/RED LINE/SILVER LINE
 Times of day most frequently ride: AM/EVENING

Please pick your preferred option for the redesigned Metro C Line and K Line rail service:

☐ Option 1



☒ Option 2



☐ Option 3



Comments: OPTION 3 TO LINES ON HIGHWAY
DON'T STOP AT LAX.
IS ALREADY CONGESTED
CONTINUE PAST LAX, BUT GO
TO LAX.

Metro C & K Line Public Meeting

Date: 4/26/2023 Name(optional): _____

Most frequently used Bus/Rail Lines: C and Silver bus

Times of day most frequently ride: 9am and 2pm

Please pick your preferred option for the redesigned Metro C Line and K Line rail service:

☐ Option 1

☒ Option 2

Option 1



Option 2



☐ Option 3

Option 3



Comments: _____



C & K Line Public Meeting

Date: 4/26/2023 Name(optional): _____

Most frequently used Bus/Rail Lines: C, K, L, C-K bvs

Times of day most frequently ride: morning

Please pick your preferred option for the redesigned Metro C Line and K Line rail service:

☐ Option 1

☒ Option 2

Option 1



Option 2



☐ Option 3

Option 3



Comments: _____

Metro C & K Line Public Meeting

Date: 4/26/23 Name(optional): Steven

Most frequently used Bus/Rail Lines: C Line, 40 Metro Bus

Times of day most frequently ride: Varies

Please pick your preferred option for the redesigned Metro C Line and K Line rail service:

☐ Option 1

☒ Option 2



☐ Option 3



Comments: In favor of Option 2. Option 1 would make it more difficult to get to 74th Street Metro station.

C & K Line Public Meeting

Date: 4/29/23 Name(optional): _____

Most frequently used Bus/Rail Lines: C

Times of day most frequently ride: rush hour, evening

Please pick your preferred option for the redesigned Metro C Line and K Line rail service:

☒ Option 1

☐ Option 2

Option 1



Option 2



☐ Option 3

Option 3



Comments: Option 1 only

Metro C & K Line Public Meeting

Date: 4-29-23 Name(optional): Randy wheeler
 Most frequently used Bus/Rail Lines: K-Line Because I live in Inglewood ^{also green lin}
 Times of day most frequently ride: when receiving a haircut / or going to Family law ^{court in L.A}

Please pick your preferred option for the redesigned Metro C Line and K Line rail service:

☒ Option 1

☐ Option 2



☒ Option 3



Comments: Option 3 because of less congestion of people
from traveling to work on the greenline as well also goes
from expo / crenshaw to Norwalk, people can save gas
arrive at work ontime also freeways won't be to congested
as well
From parking at different train
K-line stops get to destination faster
making time our friend



C & K Line Public Meeting

Date: 04/29/2023 Name(optional): Miss Mackabee

Most frequently used Bus/Rail Lines: A, B, C

Times of day most frequently ride: Am - late pm

Please pick your preferred option for the redesigned Metro C Line and K Line rail service:

☒ Option 1

☐ Option 2

Option 1



Option 2



☐ Option 3

Option 3



Comments: _____

Metro C & K Line Public Meeting

Date: 2023/04/29

Name(optional): Jeremiah Phillips

Most frequently used Bus/Rail Lines: 204/754/720/901/802/803/804/761

Times of day most frequently ride: _____

Please pick your preferred option for the redesigned Metro C Line and K Line rail service:

☐ Option 1

☐ Option 2



☒ Option 3



Comments: _____

Tally of comment cards received:

| | |
|-------------------------------|---|
| Option 1 | 6 |
| Option 2 | 4 |
| Option 3 | 1 |
| Selected more than one option | 1 |
| Total comment cards completed | 12 from 46 total in-person participants |

C & K Line Operating Plan Update



Operations, Safety, and
Customer Experience Committee
June 15, 2023

Background: 2018 Board Motion

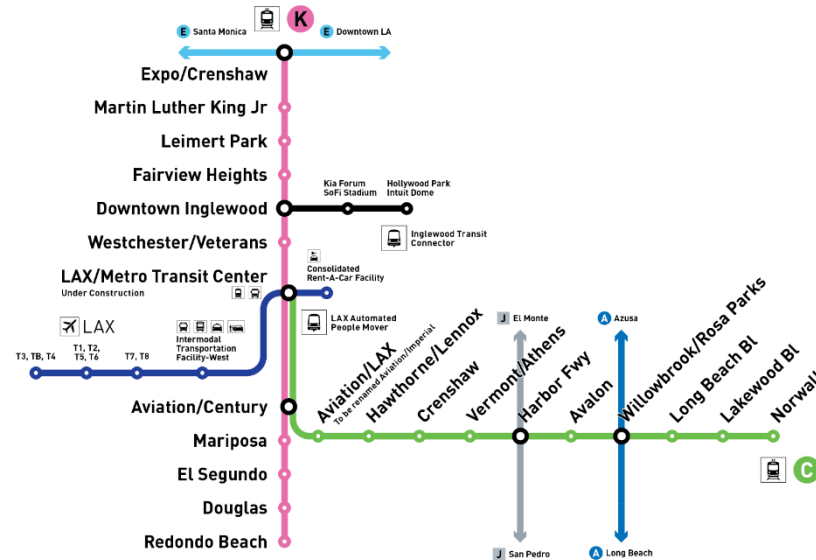
Motion 28.1 from Board Item 2018-0730 in December 2018: that the Board instruct the CEO to:

- A. implement Alternative C-3 for the Crenshaw/LAX -Green Line Operating Plan as a 1-year pilot plan in anticipation of the opening of the LAX People Train and 96th Street Station, maintaining the existing headways on the Green Line;
- B. report back to the Metro Board one (1) year after the pilot is over to reevaluate the ridership and travel demand; and
- C. as a new policy, bring future substantive changes to rail operating plans to the Metro Board for approval as a matter of course, instead of “receive and file.”

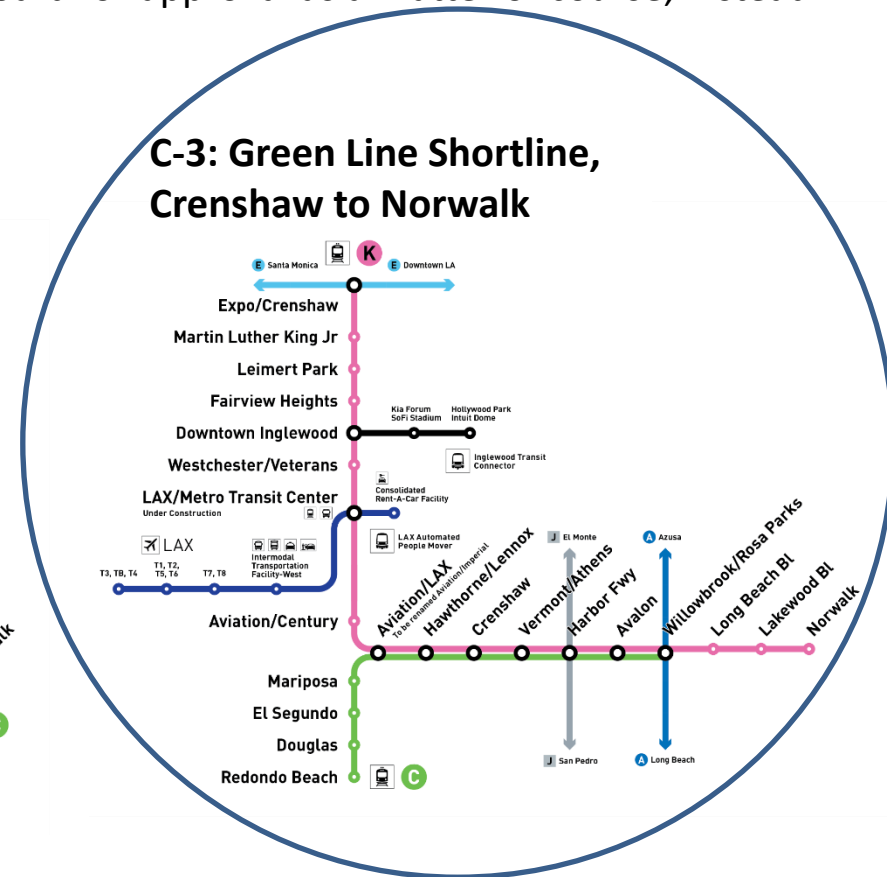
Option C-1: Crenshaw/Norwalk Interline with Redondo Shuttle



C-2: Crenshaw/Redondo Interline, Norwalk Shortline



C-3: Green Line Shortline, Crenshaw to Norwalk



Operating Plan Update – Four Key Factors

Project Sequencing

Not able to conduct a one-year pilot before AMC opens.

Operational Impacts

Challenges of operator hiring. Resources vary by option.

Regional Travel

Patterns differ by area.
NextGen and AMC provide key bus connections.

Future Rail Plans

Torrance and Hollywood extensions, creating a network.

April 2022: Board directed staff to conduct community outreach to inform the Board in revisiting the C & K Line Operating Plan.

Outreach Efforts

- Outreach conducted March-May 2023 once new K Line (opened October 2022) was well established.
- Public input collected through:
 - Online survey (in person/signage at C & K Line Stations, on-line at website, pushed through 120K registered TAP card holders, email lists, The Source, Twitter, Facebook. Survey open Feb 28-Apr 30, 2023. Over 5,700 responses.
 - Public/Stakeholder Meetings (March-May): 4 in-person/virtual public meetings, 2 focus groups; presentations at Metro Service Councils, CAC, CLC; Stakeholders (COGs, LAWA, Municipalities).

Survey Results

| Preference | Option 1 (Alt C-1) | Option 2 (Alt C-2) | Option 3 (Alt C-3) |
|--------------------------------------|-----------------------|-----------------------|-----------------------|
| Metro Rider (Last 12 months) (5,380) | 30.9% | 47.3% | 21.8% |
| Non-Rider (379) | 31.9% | 45.6% | 22.4% |

| Preference | Option 1 (Alt C-1) | Option 2 (Alt C-2) | Option 3 (Alt C-3) | All Options are Okay | Other Option Preferred |
|----------------------------------|-----------------------|-----------------------|-----------------------|-------------------------|---------------------------|
| Recent C or K Line Rider (2,548) | 19.5% | 37.3% | 15.6% | 20.3% | 7.3% |

Option 2 was most popular option, both among the broader group of those surveyed and those who are C & K Line riders, especially when including those who stated any option met their need.

Survey Results

| Ethnicity/ Rider-Non-Rider Option | Latinx/ Hispanic | Black/ African American | White/ Caucasian | Asian American/ Pacific Islander | Native American | Other |
|--------------------------------------|---------------------|----------------------------|---------------------|-------------------------------------|--------------------|-------|
| Rider | 32.7% | 11.3% | 33.0% | 13.7% | 0.8% | 8.5% |
| Non-Rider | 24.0% | 6.1% | 43.5% | 17.2% | 0.0% | 9.2% |
| Option 1 (Alt C-1) | 32.6% | 31.4% | 29.1% | 32.7% | 30.2% | 28.8% |
| Option 2 (Alt C-2) | 41.1% | 41.8% | 54.4% | 46.8% | 39.5% | 49.4% |
| Option 3 (Alt C-3) | 26.3% | 26.8% | 16.5% | 20.5% | 30.2% | 21.8% |

| Annual Household Income Rider/Non-Rider | <\$25,000 | \$25,000 to <\$50,000 | \$50,000 to under \$100,000 | \$100,000 and above |
|--|-----------|--------------------------|--------------------------------|------------------------|
| Rider | 29.8% | 18.2% | 21.5% | 30.4% |
| Non-Rider | 17.9% | 13.5% | 24.3% | 44.3% |
| Option 1 (Alt. C-1) | 32.1% | 31.7% | 33.2% | 27.6% |
| Option 2 (Alt. C-2) | 42.7% | 44.7% | 46.8% | 56.1% |
| Option 3 (Alt. C-3) | 25.2% | 23.6% | 20.0% | 16.3% |

When reviewing the survey results with an equity lens, Option 2 consistently ranked highest among all ethnicities and income brackets.

Survey Results By Service Council Area

All Survey Responses with Zip Code

| Region | Gateway Cities | | South Bay Cities | | Westside Central | |
|----------|----------------|---------|------------------|---------|------------------|---------|
| | Count | Percent | Count | Percent | Count | Percent |
| Option 1 | 383 | 38% | 240 | 26% | 715 | 29% |
| Option 2 | 319 | 32% | 507 | 55% | 1,253 | 52% |
| Option 3 | 306 | 30% | 175 | 19% | 463 | 19% |
| Total | 1,008 | 100% | 922 | 100% | 2,431 | 100% |

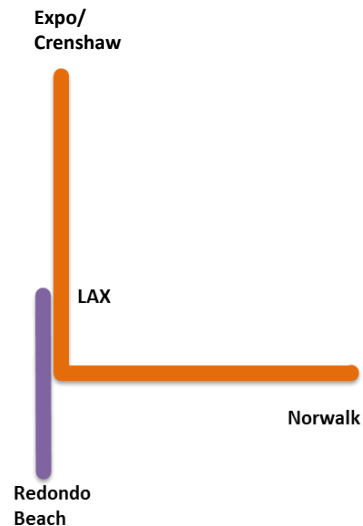
Responses from C & K Line Riders with Zip Code

| Region | Gateway Cities | | South Bay Cities | | Westside Central | |
|---------------------|----------------|---------|------------------|---------|------------------|---------|
| | Count | Percent | Count | Percent | Count | Percent |
| Option 1 | 147 | 27% | 92 | 17% | 195 | 18% |
| Option 2 | 137 | 26% | 235 | 44% | 442 | 42% |
| Option 3 | 111 | 21% | 85 | 16% | 132 | 12% |
| Any Option | 97 | 18% | 97 | 18% | 216 | 20% |
| Prefer Other Option | 44 | 8% | 24 | 5% | 78 | 7% |
| Total | 536 | 100% | 533 | 100% | 1,063 | 100% |

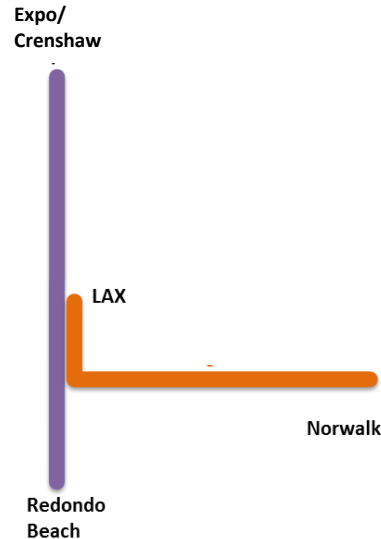
Evaluation of Options

| Evaluation Criteria | Option 1 (Alt C-1) | Option 2 (Alt C-2) | Option 3 (Alt C-3) |
|--|-----------------------|-----------------------|-----------------------|
| Simple network | | | |
| All branches have direct access to LAX People Mover/AMC Regional Hub | | | |
| Matching regional travel patterns | | | |
| Minimized extra resources (Required rail cars/Annual operating cost) | 46/\$99.5 mil | 46/\$102.9 mil | 50/\$113.2 mil |
| Expansion south & north creates simple new north-south line | | | |

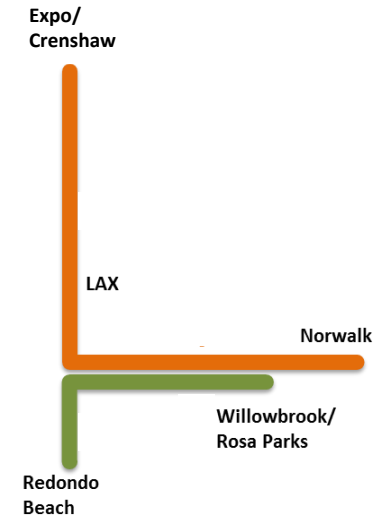
Alt C-1: Crenshaw/Norwalk Interline with Redondo Shuttle



Alt C-2: Crenshaw/Redondo Interline, Norwalk Shortline



Alt C-3: Green Line shortline, Crenshaw to Norwalk



Recommendation

Option 2 (C-2) as shown in diagram is recommended for the following reasons:

- Simple, easy-to-understand network
- Most supported option from community outreach
- Provides direct connection to LAX/Metro Transit Center Regional Hub from all C & K Line stations with key connections there to LAX & regional bus network
- Creates north-south (K) and east-west (C) lines in line with regional travel patterns
- Lower resources (less trains/operators) and operating cost (\$10.3 million less per year vs Option 3)
- North-south corridor consistent with Torrance and Hollywood future extensions; extensions required at four stations for future capacity enhancement
- Can provide quick 3-minute transfers between C & K Lines at LAX/Metro Transit Center

Option 2 (Alternative C-2)

