

# C & K Line Operating Plan Update



South Bay Cities  
Council of Governments  
Transportation Committee  
June 12, 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.”

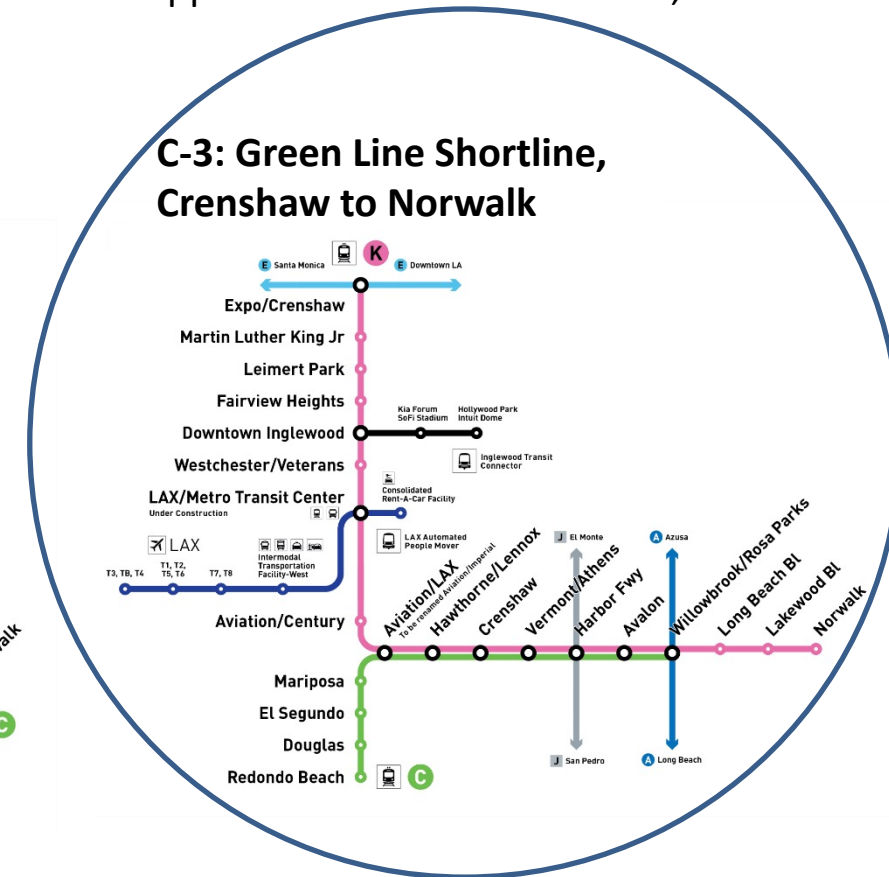
## Option C-1: Crenshaw/Norwalk Interline with Redondo Shuttle



## 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 provides 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.

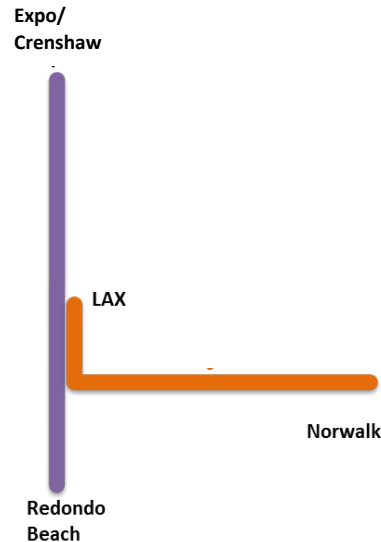
# Evaluation of Options

Evaluation Criteria	Option 1 (Alt C-1)	Option 2 (Alt C-2)	Option 3 (Alt C-3)
Simple network	Green	Green	Yellow
All branches have direct access to LAX Automated People Mover	Green	Green	Red
Matching regional travel patterns	Yellow	Green	Yellow
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	Yellow	Green	Red

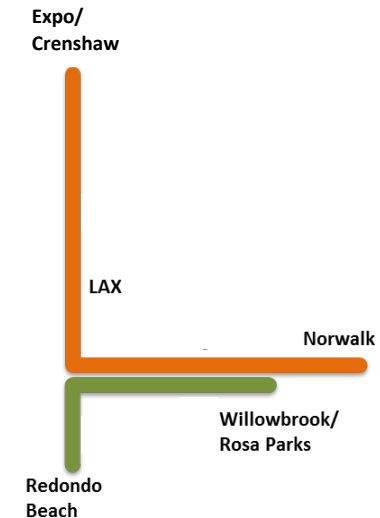
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Alt C-3: Green Line shortline, Crenshaw to Norwalk



# 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 from all C and K Line stations with key connections there to the 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)

