

# CRENSHAW/LAX LINE OPERATING PLAN UPDATE



**Torrance City Council  
Transportation Committee  
May 24, 2022**

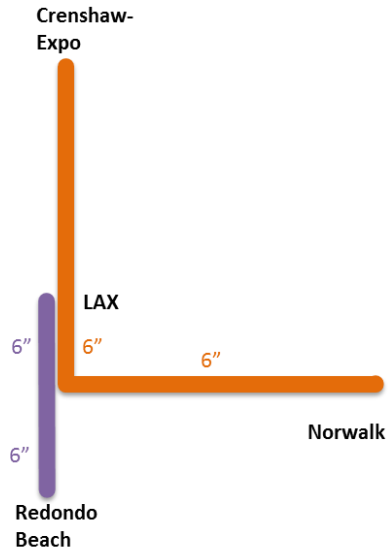
# Background – Crenshaw LAX Light Rail Project

- The Crenshaw LAX Light Rail Project is a new 8.5-mile light rail line with 8 new stations
- This new line extends from a junction west of Aviation/Imperial station on the C Line (Green) light rail line to the E Line (Expo) at Exposition/Crenshaw station.
- A future additional new station, the Airport Metro Connector (AMC), will provide a direct connection to the new LAX Airport People Mover System currently under construction.
- The Crenshaw LAX Line presents an opportunity to be integrated with C Line (Green) Line service.
- Metro Board reviewed options for integration of these two lines in 2018.

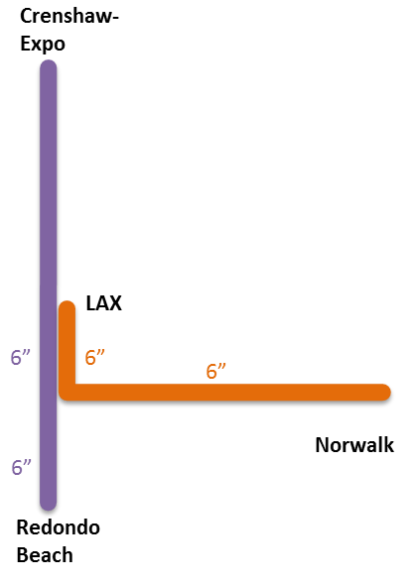


# Crenshaw/LAX Scenarios (2018)

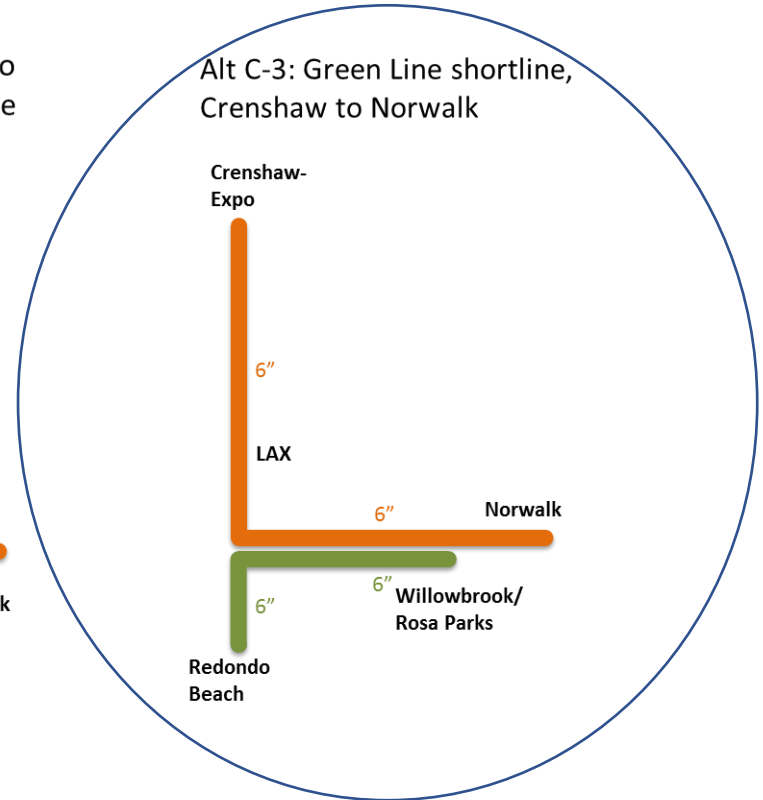
Alt C-1: Crenshaw/Norwalk Interline with Redondo Shuttle



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



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



Board Adopted  
1 Year Pilot

# Operating Plan Update Considerations

**Project  
Sequencing**

**Operational  
Impacts**

**Regional Travel &  
NextGen Bus Plan**

**Future Rail Plans**



# Project Sequencing

- Metro Board Motion 2018-0730 intended to have C Line (Green) continue to operate the current routing for a 1 year pilot, well in advance of Airport Metro Connector Station (AMC) opening.
- Board motion directs staff to revisit the Operations Plan in anticipation of AMC. This review addresses that directive.
- Due to delays in the Crenshaw/LAX project, minimal 14-month gap now between Crenshaw and AMC openings.
  1. Westchester/Veterans to Expo/Crenshaw (Summer 2022)
  2. Aviation/LAX to Expo/Crenshaw, integrated with the C Line (Green) (Fall 2023)
  3. AMC opens (Late 2024)
- Due to only a 14-month gap now between phases 2 and 3 above, there is insufficient time to run a 12-month pilot, evaluate, and revisit the Operations Plan prior to AMC opening.



# Operational Impacts

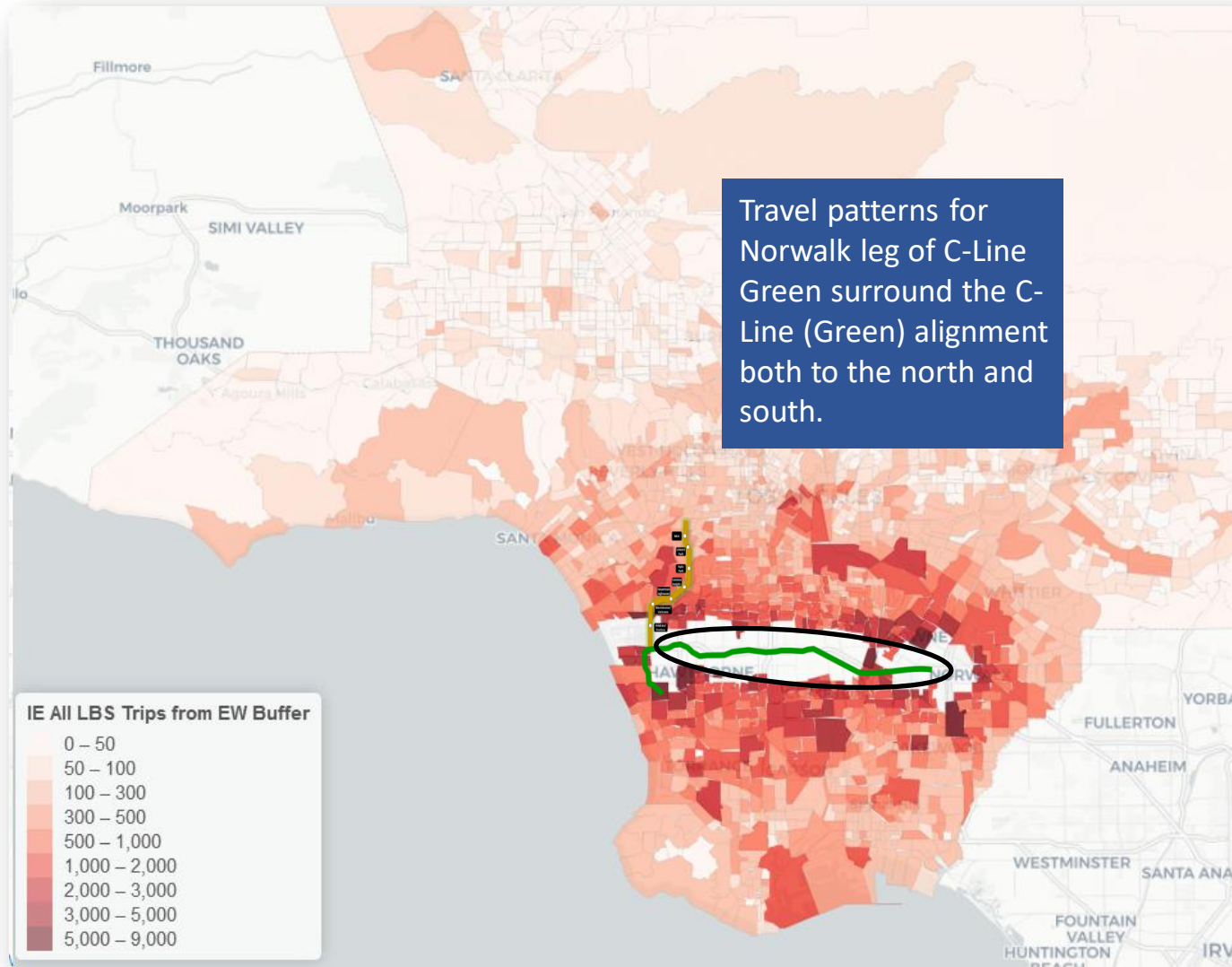
Option	Railcar Fleet Need	Reduced Operators Vs C-3
C-1	53	90
C-2	51	93
C-3	60	105

- COVID has negatively impacted operator availability and this condition may be a challenge.
- Rail operator requirements are filled from the bus operator ranks.

# All Travel (cell phone data) Norwalk-Aviation Green Line Destinations

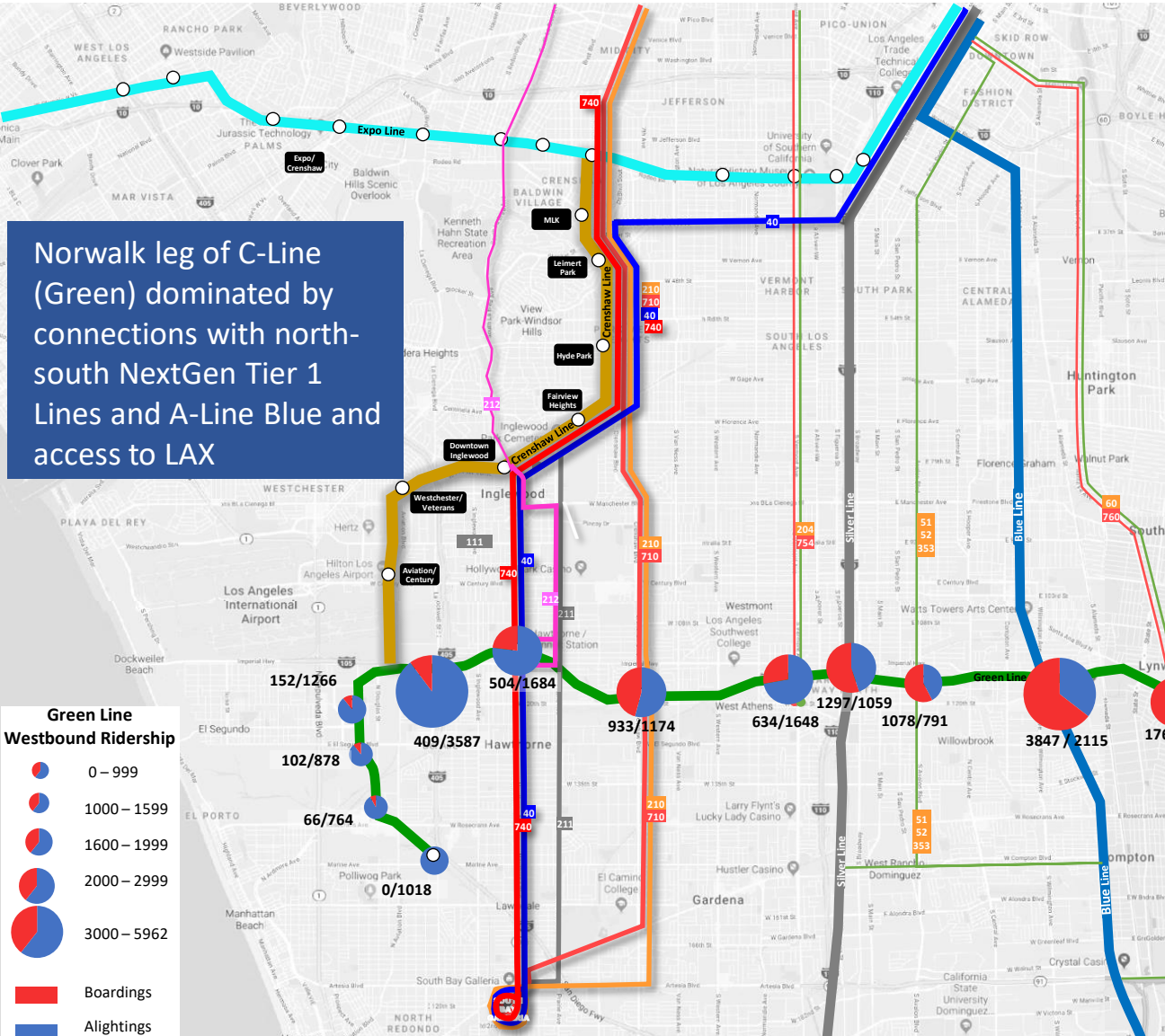


## All Destinations from Norwalk Segment





# C LINE (GREEN) Transit Ridership



Norwalk leg of C-Line (Green) dominated by connections with north-south NextGen Tier 1 Lines and A-Line Blue and access to LAX

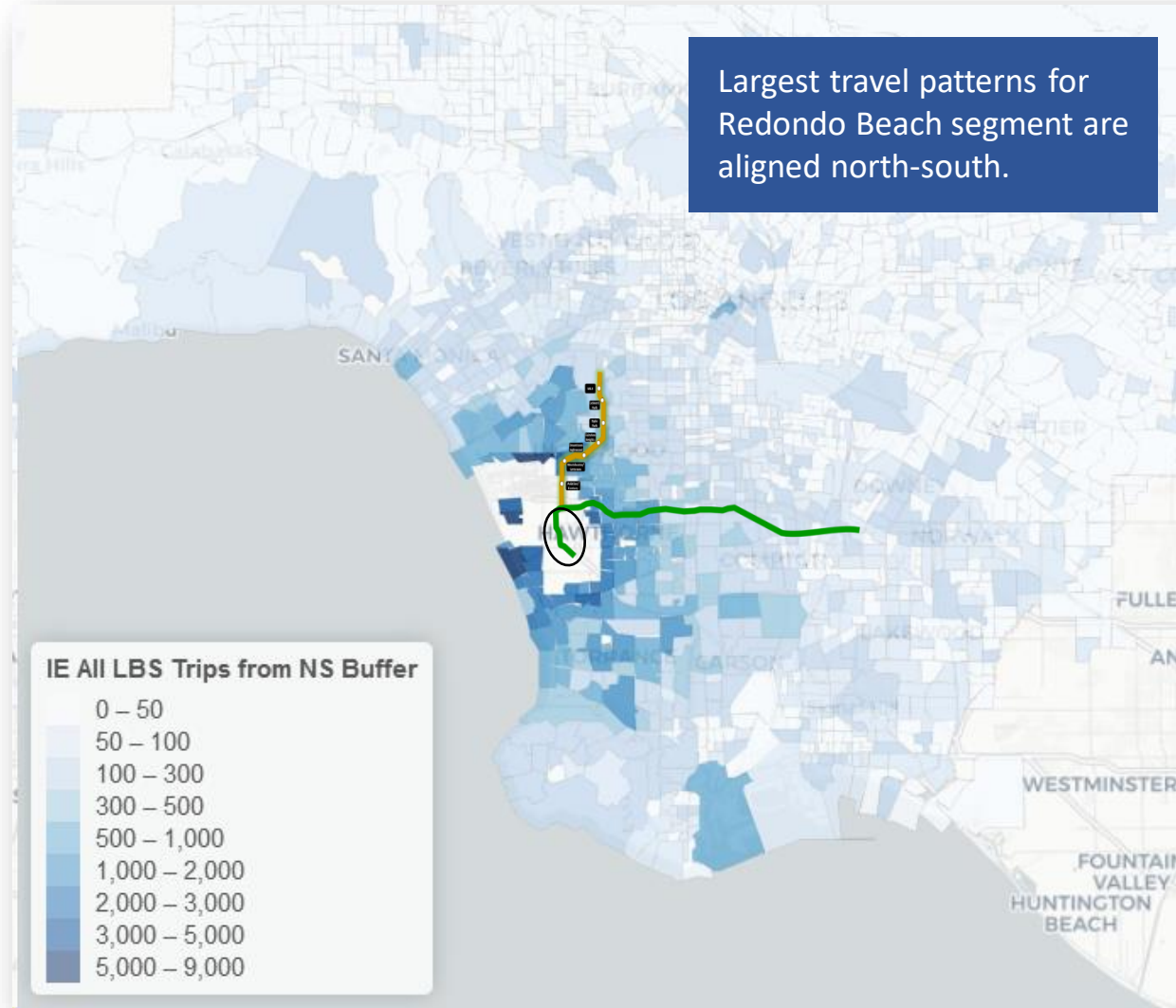
- Norwalk – Vermont**
  - 68% of C Line ridership
  - Transfers between C Line and bus/A Line faster to key destinations (DTLA, Mid City)
- Hawthorne/Lennox-Crenshaw**
  - 12% of C Line ridership
  - Travel time competitive between C Line + bus and C Line + Crenshaw
- Aviation/Imperial**
  - 9% of C Line ridership
  - Primarily transfers, which will be moved to AMC
- Mariposa - RB**
  - 11% of C Line ridership
  - Least ridership currently



# All Travel (cell phone data) Mariposa-RB C Line Destinations



## All Destinations from Redondo Beach Segment



# Future Torrance Extension

## Peak Hour Ridership 2042

Norwalk to AMC	4,980
Crenshaw/Expo to Torrance	6,320
Airport People Mover	920
<b>Total Peak Hour</b>	<b>12,220</b>

Can accommodate peak hour ridership for both lines with 2-car trains

~1,400 Riders on Torrance Ext (2 new stations)



# Future Crenshaw Northern Extension

- Strong community support for north/south line and one-seat ride from Hollywood to Torrance
- Opening Year 2047 (Measure M) with local efforts underway to identify early delivery strategy
- Metro initiated environmental study to make project "shovel-ready"
- Ridership estimation (yet to occur) will determine need for 3-car trains and additional infrastructure (platform expansions and power substations)





# Recommendation

## Approved By Metro Board, April 28, 2022

- The change of circumstances since the Metro Board adopted Motion 2017-0730 in November 2018 for a one-year pilot of the C-3 operating plan supports the need to conduct relevant public outreach to develop an updated Crenshaw/LAX line operating plan recommendation.
- This outreach would be completed in time for Board consideration in advance of implementation in late 2023 when operation of the Crenshaw/LAX line through the AMC site becomes possible.
- This would not impede the opening of the initial operating segment for Crenshaw/LAX in 2022.