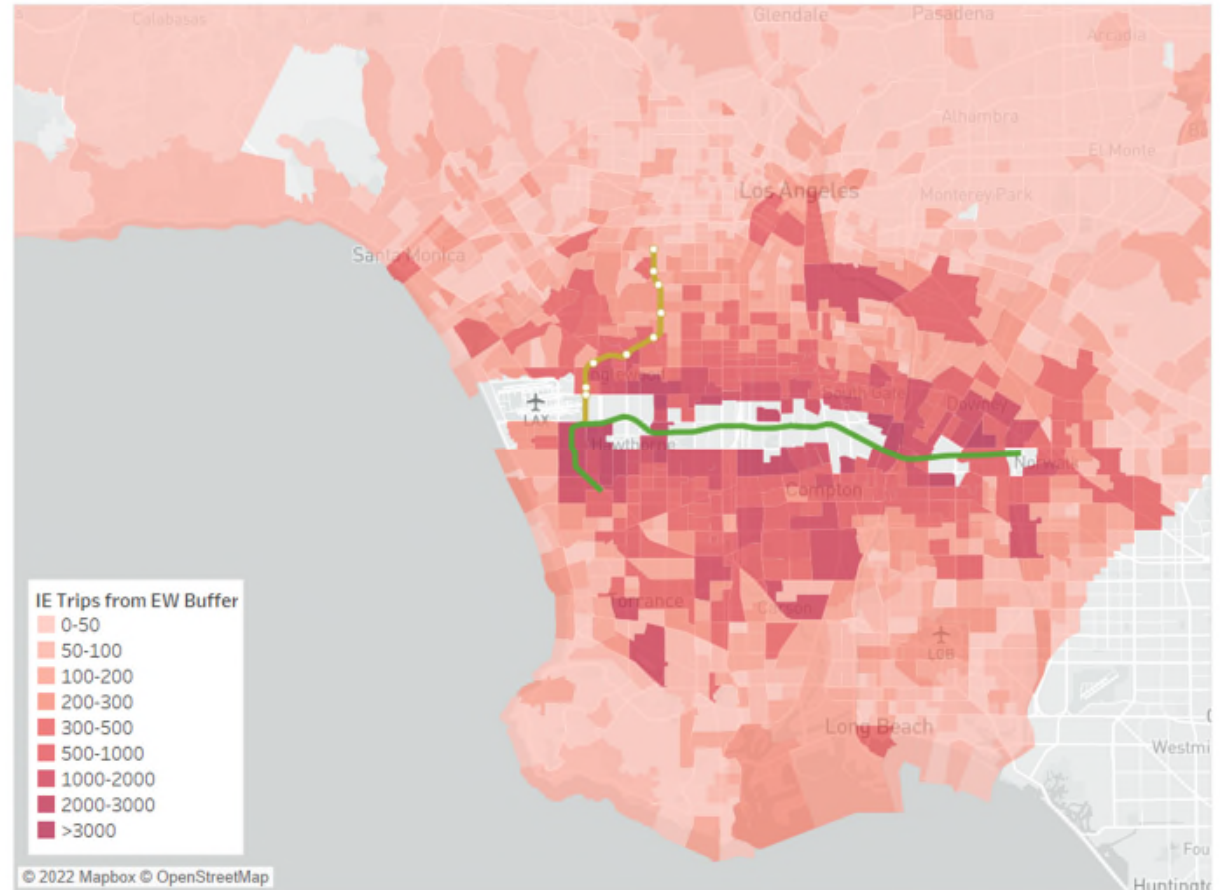


# Travel and Transit Demand

## 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

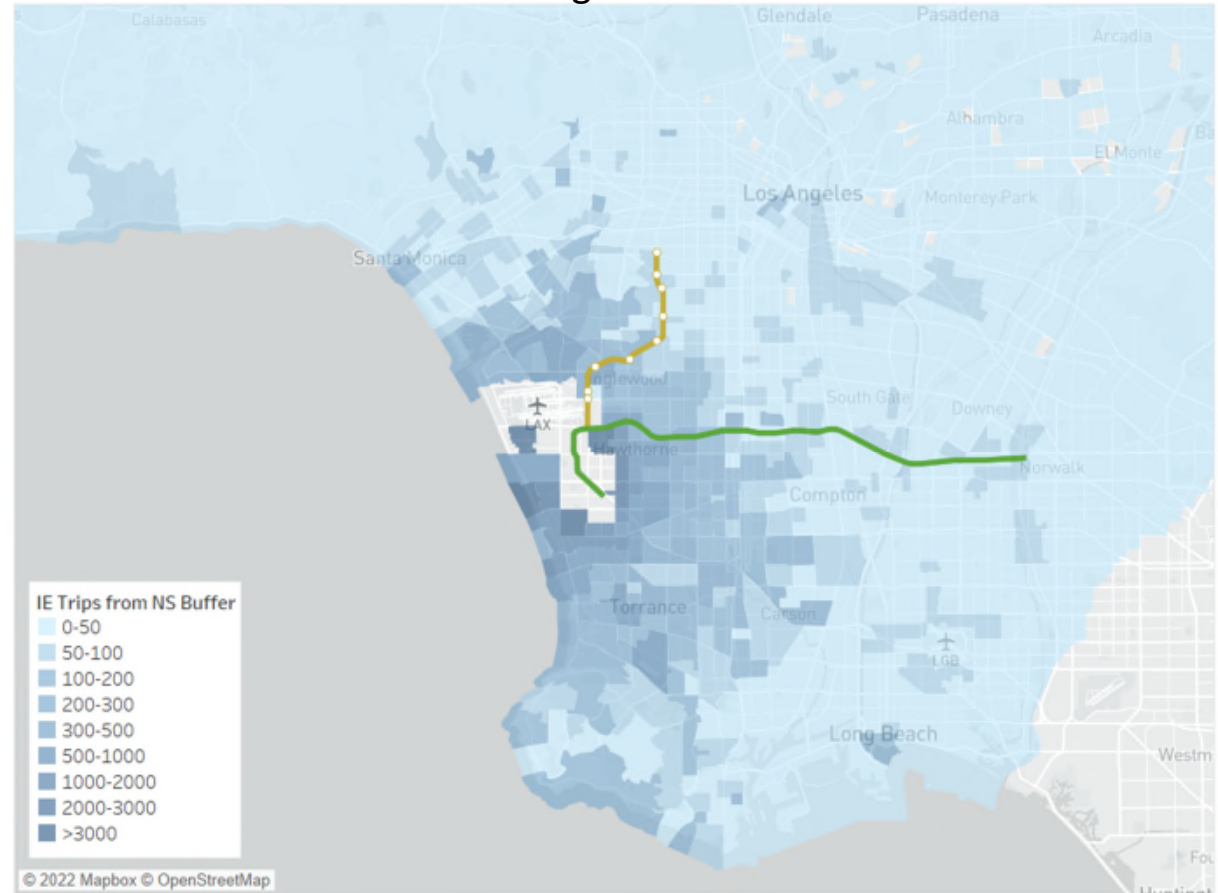


# Travel and Transit Demand

## 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

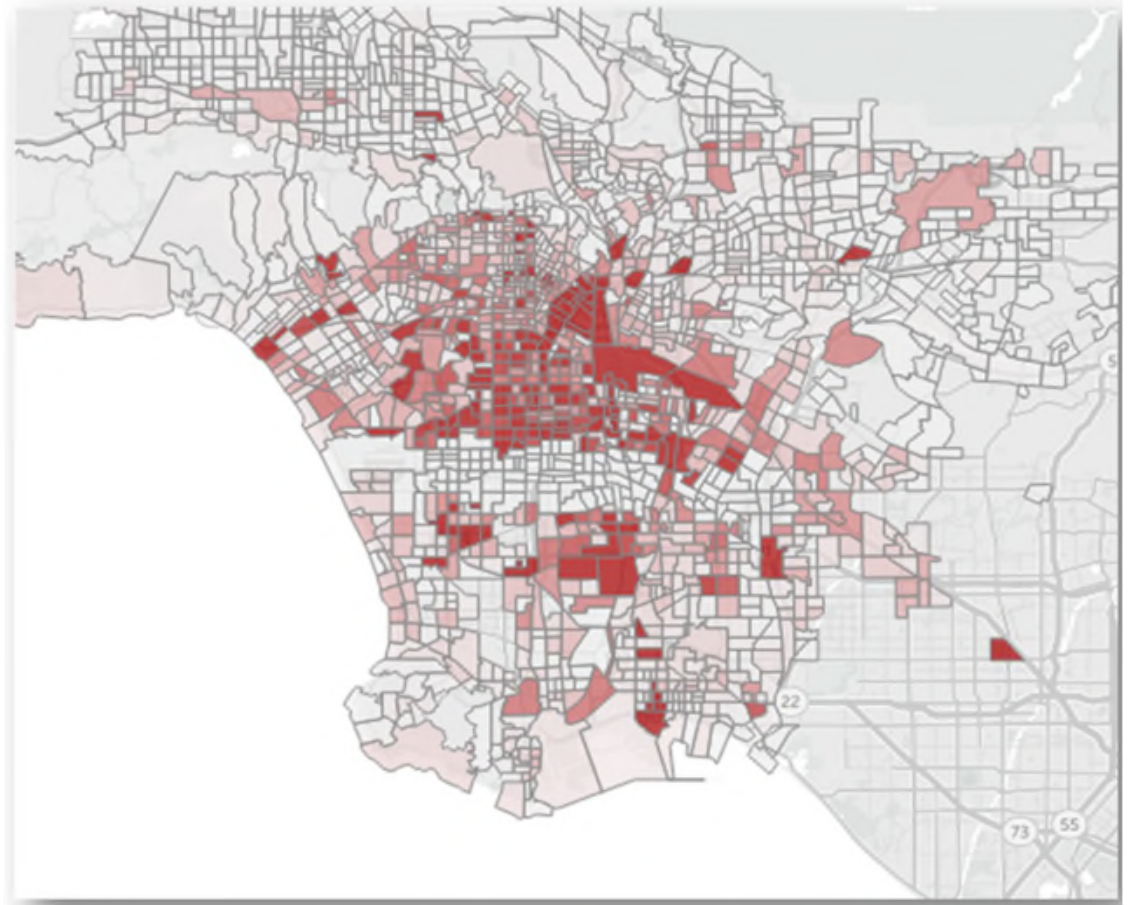


# Travel and Transit Demand

## 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

