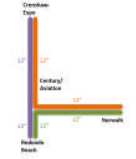



















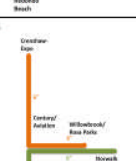




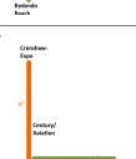






CRENSHAW/LAX – GREEN LINE
FINAL 6 OPERATING SCENARIOS

ATTACHMENT C

Alternatives	Direct connection to LAX from all three terminals	Service on each segment matches ridership demand	Routing matches where most people want to go	Even spacing between trains	Minimize wait times and transfers				Network is easy to understand	Operating Cost/Year
					Origin	Destination	Avg Wait	Xfer Cost		
 <p>B-2</p>				 Uneven frequencies on Green Line segments. Does not match Blue Line frequencies.						\$93.5M
 <p>C-1</p>										\$79.6M
 <p>C-2</p>										\$76.0M
 <p>C-3</p>		 I-105/Norwalk segment overserved.		 Does not match Blue Line frequencies.						\$90.6M
 <p>C-4</p>		 I-105/Norwalk segment overserved.		 Does not match Blue Line frequencies.						\$90.6M
 <p>C-5</p>		 Redondo Beach segment overserved.								\$83.3M