

## 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: <a href="https://www.metro.net/projects/crenshaw-northern-extension/">https://www.metro.net/projects/crenshaw-northern-extension/</a> ^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 <a href="https://www.metro.net/projects/westside/">https://www.metro.net/projects/westside/</a>	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. <a href="https://en.m.wikipedia.org/wiki/Inglewood_Transit_Connector">https://en.m.wikipedia.org/wiki/Inglewood_Transit_Connector</a>	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



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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. <a href="#">#priorities</a>	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	<a href="https://www.cbsnews.com/.../1-person-stabbed-multiple.../...CBSNEWS.COM">https://www.cbsnews.com/.../1-person-stabbed-multiple.../...CBSNEWS.COM</a> 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. <a href="https://www.foxla.com/.../4-wanted-in-mans-alleged-hate...">https://www.foxla.com/.../4-wanted-in-mans-alleged-hate...</a>	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. <a href="https://ktla.com/.../1-shot-in-the-head-on-hollywood.../...">https://ktla.com/.../1-shot-in-the-head-on-hollywood.../...</a> 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. <a href="https://isotp.metro.net/MetroRidership/YearOverYear.aspx">https://isotp.metro.net/MetroRidership/YearOverYear.aspx</a>	
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/](https://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

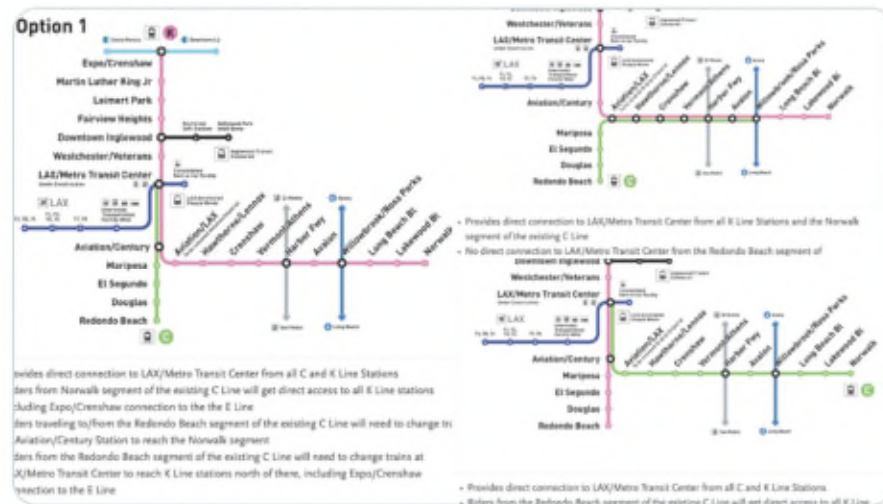
## Twitter post – April 30, 2023



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](https://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
	 <b>#stopcopcity</b> 🙌 @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
 <b>Aaron</b> 🇺🇸 🇩🇪 🇬🇧 🇦🇺 🇨🇦 🇫🇷 @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
 <b>the they/them causing may/hem</b> @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
 <b>Isles of Mets//Bristol//#LGM</b> @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
 <b>Danny</b> 🌟 @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
 <b>Roberto Ignacio Díaz</b> 🇩🇪 @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>Mike Ayala</div><div>@ExtraMayonaise</div></div></div><div><p>Option 2. K line should only operate N &amp; 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><p>9:36 PM · Apr 25, 2023 · 98 Views</p></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>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><p>87 votes · Final results</p><p>2:28 PM · Apr 15, 2023 · 352 Views</p></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><p>6:20 PM · Apr 15, 2023 · 247 Views</p></div></div>		Option 2



Username	Comment	Preference
 <b>Arthur Lewis III</b> 🇺🇸 🇯🇲 🇵🇸 @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>            Tweet your reply           <span>Reply</span> </p> <p>  <b>Mr G</b> @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>  <b>Arthur Lewis III</b> 🇺🇸 🇯🇲 🇵🇸 @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

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Los Angeles, CA 90012-2952

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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;

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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

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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.



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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.