



PATH Study Draft Service Concepts

What is the PATH Study?

GTrans is developing a plan to improve transit service today while preparing for the needs of tomorrow. The draft service plans aim to improve travel throughout Gardena and surrounding communities by providing more convenient, reliable, and sustainable transportation options.

Opportunities to Improve Service

The project team closely reviewed current routes, schedules, and service performance to identify opportunities to improve transit service. Rider feedback was also gathered to better understand travel needs and priorities for improving transit connections. Together, these findings helped shape the following strategies.

Reduce Route Duplication

Give each route a clear role that supports other routes, without providing service to similar places.

Earlier and Later Service

More routes available for more hours per day expand travel options.

Improve Connections to Regional Service

Improve connections to regional transit service to expand regional access.

Improve Travel Times

Adjust routes to be more direct, operate reliability, and arrive on-time.

Improve Access to Key Destinations

Connect important destinations more directly to increase access.

Match Service Levels with Demand

Discontinue lower ridership service to maintain service in high ridership areas.



Overview of Draft Service Concepts

The following summarizes potential changes to GTrans service. Three lines have two proposed options for improvement, while Line 4 would remain unchanged. One line is recommended for elimination, while recommended Line 7X changes have already been implemented.

Additional detail on draft service concepts are on the following pages.

Line 1X	To best use limited resources, Line 1X would be discontinued, with a recommendation to incorporate portions of its service into Line 2 and Line 3 option 2 proposals.	Current Cost: \$2.7 million Draft Service Concept Cost: \$0 Cost Difference: -\$2.6 million
Line 2	Divide into two new Lines, providing separate service on Vermont/Normandie Avenue and Western Avenue. Add new access to J and C Line Station at Harbor Freeway.	Current Cost: \$19.3 million Draft Service Concept Cost: \$21.2 million Cost Difference: \$1.9 million
Line 3	More direct travel in Compton with continued service to Compton High School. Adjust route to connect to Redondo Beach K Line station.	Current Cost: \$5.9 million Draft Service Concept Cost: \$5.9 million to \$7.1 million Cost Difference: \$0 to \$2.1 million
Line 4	No changes to Line 4.	Current Cost: \$292,000 Draft Service Concept Cost: \$292,000 Cost Difference: \$0
Line 5	To best use limited resources, increase headway from every 30 minutes to every 60 minutes during evenings and weekend.	Current Cost: \$5.9 million Draft Service Concept Cost: \$5.0 million Cost Difference: -\$1.0 million
Line 7X	Operate on game day Sundays only due to low ridership on non-event Sundays. This change has already been implemented since the 2026 NFL season. A potential future improvement is to operate a full-time local service to Inglewood every 30 minutes on all days.	Current Cost: \$580,000 Draft Service Concept Cost: \$160,000 Cost Difference: -\$420,000



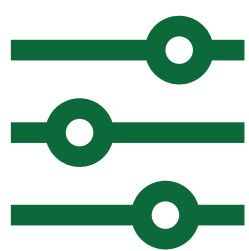
Line 2: Draft Service Concept

Proposed Change

Divide into two new Lines: A Western Line, serving Western Ave and a Vermont, serving Vermont/Normandie Ave. Each Line operates on its own schedule.

Benefits

- Improved reliability
- New access to J and C Line Station at Harbor Freeway, replacing Line 1X
- Both lines run every 15 minute on weekdays and 30 minutes on weekends



Goals

- ✓ Earlier and later service
- ✓ Improve connections to regional services
- ✓ Improve travel times
- ✓ Service levels match demands



Frequency

	EXISTING	PROPOSED
Weekday Daytime	15 min.	15 min.
Weekday Evening	15 min.	15 min.
Weekend	30 min.	30 min.



Hours

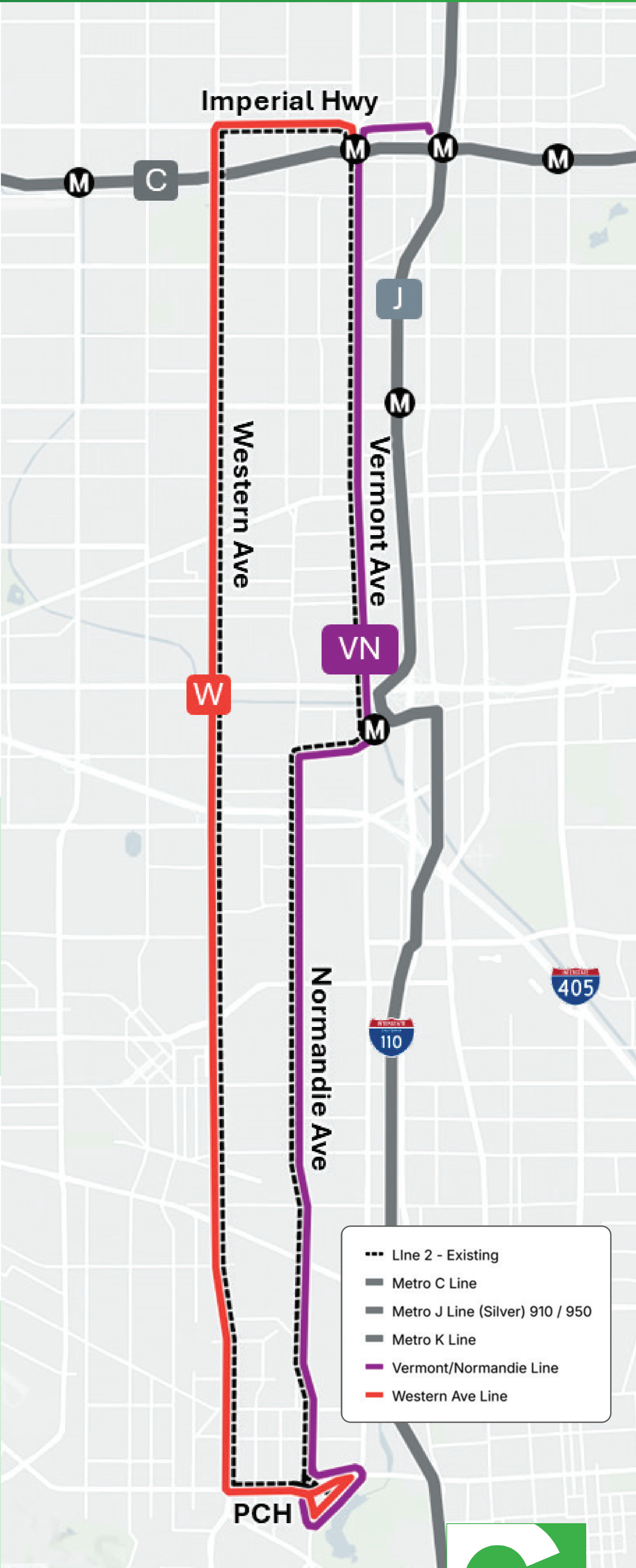
Existing Weekday: 4:25am to 9:42pm
Proposed Weekday: 4:00am to 10:00pm
Existing Weekend: 5:00am to 9:16pm
Proposed Weekend: 5:00am to 9:16pm



Access

Within ¼ mile

97,800 People
7% Households without a vehicle
50,400 Jobs

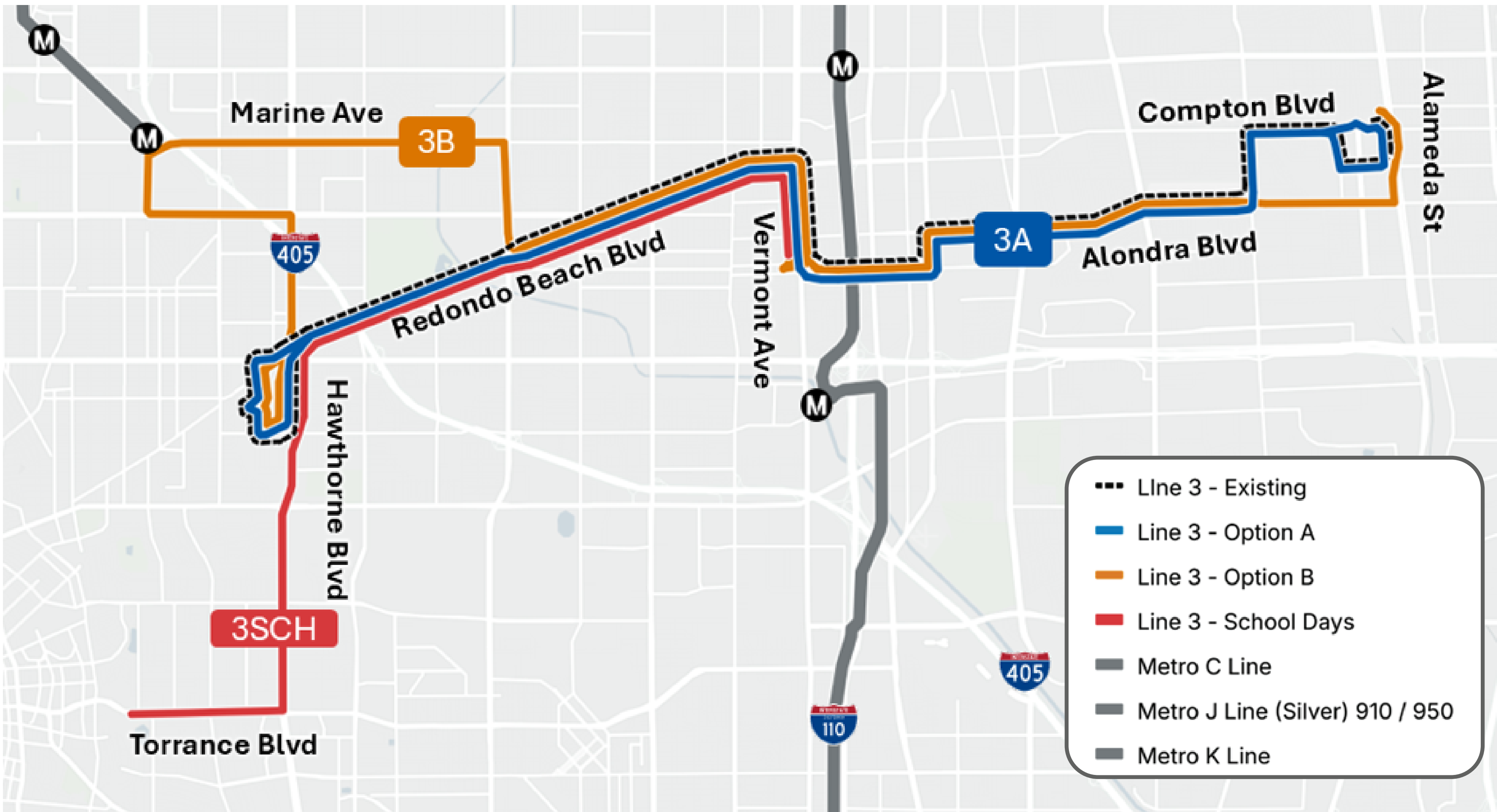




Line 3: Draft Service Concept

Proposed Change

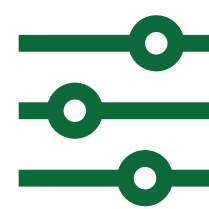
Option A: Maintain current routing along Redondo Beach Blvd
 Option B: Adjust route to Marine Ave, connecting to Redondo Beach K Line Station and Redondo Beach Transit Center.



Benefits

- Allows for more direct travel in Compton to improve reliability
- Adds connection to K Line
- Continues serving Compton High School

- ✓ Reduce service duplication
- ✓ Earlier and later service
- ✓ Improve connections to regional services
- ✓ Improve access to key destinations
- ✓ Service levels match demands



Goals



Frequency

	EXISTING	PROPOSED
Weekday Daytime	30 min.	30 min.
Weekday Evening	30 min.	30 min.
Weekend	30 min.	30 min.



Hours

Existing Weekday: 4:24am to 9:42pm
Proposed Weekday: 4:00am to 10:00pm
 Existing Weekend: 5:00am to 9:16pm
Proposed Weekend: 5:00am to 9:16pm



Access Within ¼ mile

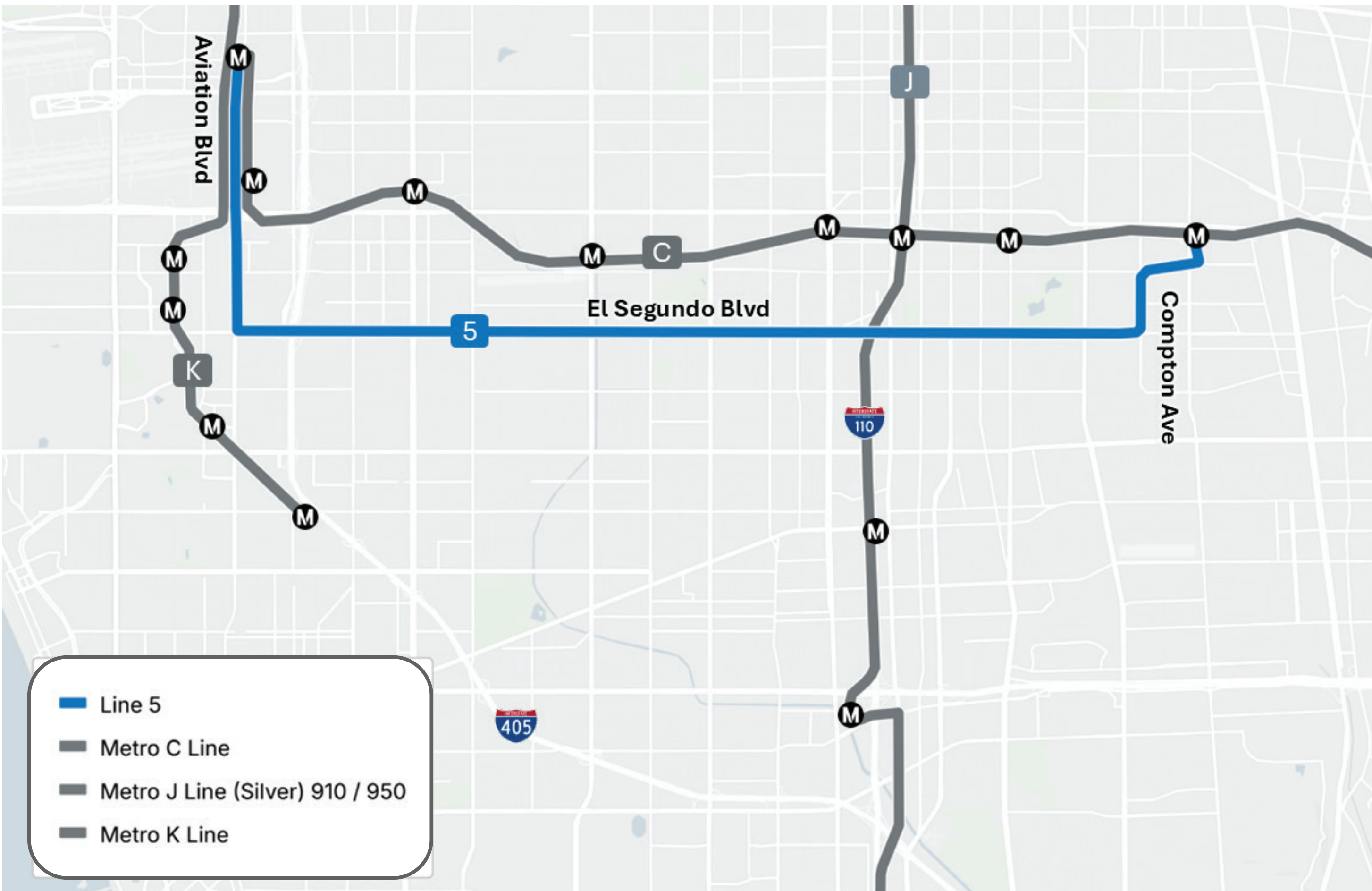
62,800	People
6%	Households without a vehicle
23,900	Jobs



Line 5: Draft Service Concept

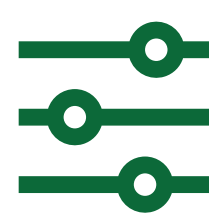
Proposed Change

Change evening and weekend service from 30 minutes to every 60 minutes when ridership is lower. No change to routing.



Benefits

- Best use of limited resources
- Limits reductions on routes with higher ridership



Goals

✓ Service levels match demands



Frequency

	EXISTING	PROPOSED
Weekday Daytime	30 min.	30 min.
Weekday Evening	30 min.	60 min.
Weekend	30 min.	60 min.



Hours

Existing Weekday: 4:25am to 9:42pm
Proposed Weekday: 4:25am to 10:00pm
Existing Weekend: 5:00am to 7:00pm
Proposed Weekend: 5:00am to 9:16pm



Access Within ¼ mile

42,200	People
11%	Households without a vehicle
29,900	Jobs