



Westside Quick- Build Bus Infrastructure Program

Existing Conditions Review

Prepared for:
Westside Cities COG

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Introduction

Project Description

The Westside Cities Council of Governments (WSCCOG) is leading the effort to implement quick-build bus infrastructure within their communities prior to the 2028 Olympic and Paralympic Games. This Project, the Westside Quick-Build Bus Infrastructure Program, also known as the Westside Bus Connection (WBC) Program, evaluates near-term and implementable improvements that can increase bus speed and reliability while considering local access needs. This report summarizes existing mobility conditions along study corridors, including travel patterns, transit operations, existing facilities and street characteristics, and traffic conditions. The findings inform segments that could be off-ramped (removed from consideration for further design for this project) at 0% and 10% conceptual design phases and highlight locations with physical constraints.

The Project comprises three study corridors described below. On December 11, 2025, The WSCCOG Board approved off-ramping certain segments of the corridors from further design consideration rather than proceeding with 10% design (Early Off-ramping segments):

Santa Monica BI Corridor: Santa Monica BI from Ocean Ave to Moreno Dr in the Cities of Santa Monica and Los Angeles.

Early Off-ramping segment: **Centinela Ave to Cotner Ave within Caltrans Right-of-Way**

Reasoning: Caltrans is actively constructing transit and active transportation improvements in this stretch of Santa Monica BI.

La Cienega BI and Jefferson BI Corridor (“La Cienega BI Corridor”): La Cienega BI from Sunset BI to Obama BI, transitioning to Jefferson BI south to Sepulveda BI in the Cities of Los Angeles, West Hollywood, Beverly Hills, and Culver City.

Early Off-ramping segment: **La Cienega BI north of Holloway Dr**

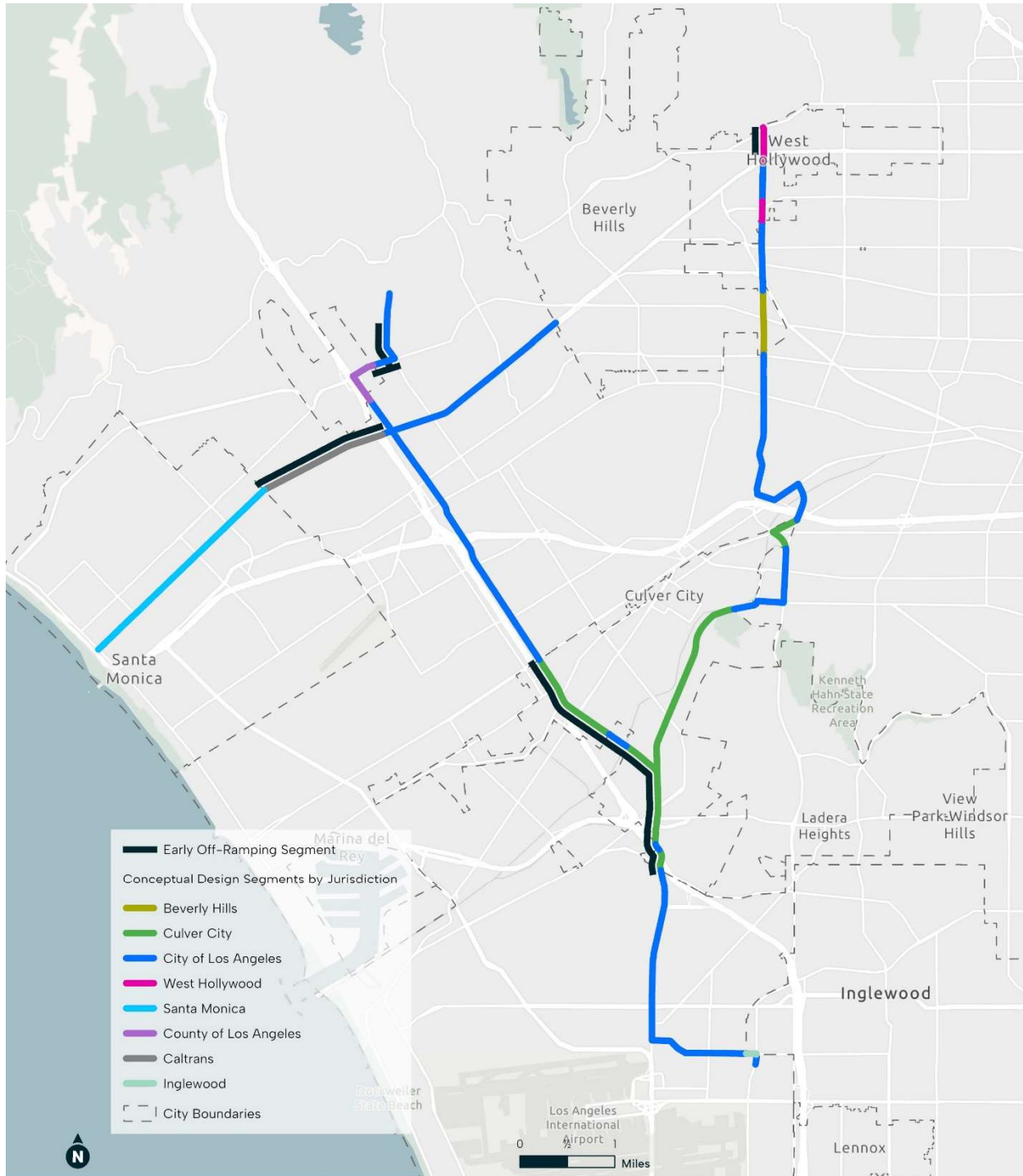
Reasoning: There is no existing or near-term planned bus service on this stretch of La Cienega BI.

Sepulveda BI Corridor: Sepulveda BI from UCLA (including a portion of Wilshire BI) to LAX/Metro Transit Center in the Cities of Los Angeles and Culver City and in unincorporated Los Angeles County.

Early Off-ramping segment: **UCLA to Wilshire BI; Venice BI to Centinela Ave**

Reasoning: LADOT and Culver City are already planning transit and active transportation improvements to these stretches of Sepulveda BI. A county-owned segment of Wilshire BI between Veteran Ave and Sepulveda BI remains in the project. A UCLA owned segment of Westwood BI north of La Conte Ave may remain in the project; UCLA has conducted a traffic study for this segment, and the project team is requesting the study materials and coordinating with the UCLA team.

Figure 1. Study Corridors



Study Corridors

Fehr & Peers

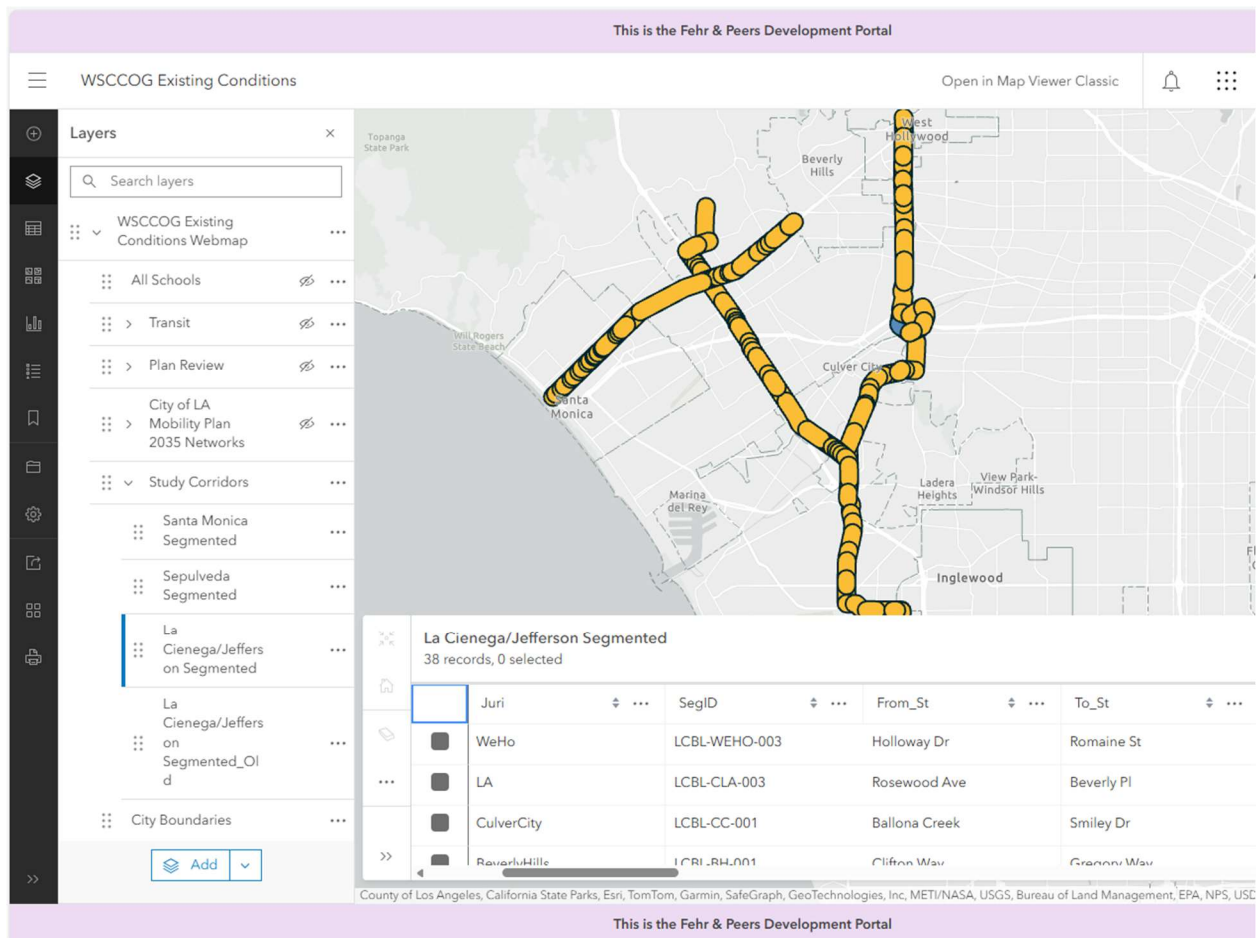
Abbreviations

Abbreviations used in this report follow standard roadway naming conventions. Street type abbreviations include Boulevard (Bl), Avenue (Ave), Street (St), Road (Rd), Drive (Dr), Way (Wy), Place (Pl), Court (Ct), Lane (Ln), Circle (Cir), and Parkway (Pkwy). These abbreviations are used consistently throughout tables, figures, and text to improve readability and ensure clarity when referencing street names.

Corridor Webmap

Fehr & Peers prepared an interactive webmap of existing corridor conditions for the Project Team. The webmap compiles corridor segmentation and street attributes, as well as key data layers that help decision making, such as transit routes/stops, speed reliability outputs, ridership activity, and the mobility network proposed by adopted plans and projects. A public webmap would be published in the future.

Figure 2. Screenshot of Study Corridor Existing Conditions Webmap



Summary of Critical Findings

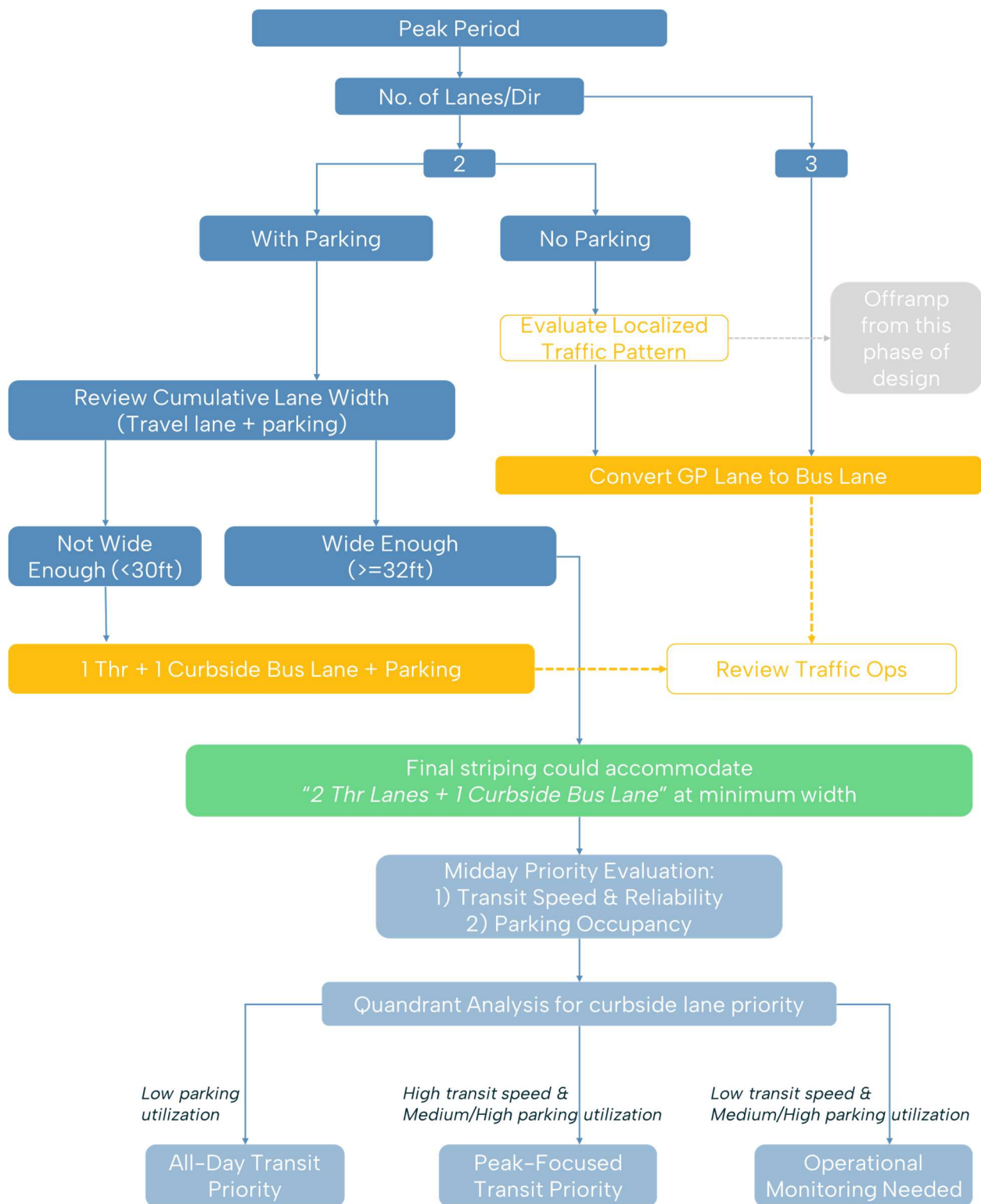
Understanding that the goal is to implement bus lanes or other means of improving transit speeds to the maximum extent feasible on all three corridors, there are certain segments of each corridor where buses experience significant congestion and slow speeds continually throughout the day. These segments are the highest-value areas of improvement for transit riders and would do the most to improve operations and reliability, which ultimately saves transit agencies money by reducing the number of buses needed to operate the same level of service. This section summarizes the findings where the highest-priority improvements are needed; other segments not described here may still be feasible for bus lane implementation based on the discussion later in this memo. Finally, there is a summary of additional segments not prioritized for improvements during this phase of the WBC Program.

In recognition that the project team objective is to identify segments that align with a quick-build approach, the project team identified additional criteria to off-ramp segments from this phase of design, after which segments would not advance through this 10% design phase. Segments that do not advance beyond this 10% design phase are not precluded from future transit priority development, but would not proceed with the quick build bus lane design. The criteria are:

- High bus speeds and low service frequency.
- Insufficient detail in current plans or projects to support 10% design, requiring coordination beyond the quick-build timeline.

The flowchart below outlines the process for developing design recommendations based on transit performance, number of lanes, cumulative lane widths, parking availability, and midday parking occupancy. Key findings are summarized in this section, with detailed segment-by-segment analysis and recommendations provided in the subsequent *By Corridor Transportation Facilities and Activity* section.

Figure 3. 10% Design Recommendation Flowchart



Critical Segments on La Cienega Corridor

Overall, **La Cienega Bl** from Holloway Drive south to Obama Boulevard experiences delay throughout the day with transit speeds averaging at or below 10MPH in both directions in the AM, midday and PM peak periods. The speed differential analysis suggests transit speeds increase significantly in the early and late hours compared to daytime. The reliability analysis indicates several segments with very high variability. A majority of this corridor will significantly benefit from daytime bus lanes, but portions from Beverly Hills north through West Hollywood may need to consider trade-off for local on-street parking demand.

Corridor and Segment	Issues	Next Steps/Recommendations
La Cienega Bl between Holloway Dr and Santa Monica Bl	All existing NB transit service turns left to Holloway Dr. A NB curbside bus lane from Santa Monica Bl to Holloway Dr would not benefit any existing service.	Explore restriping NB approach to Santa Monica Bl for a signalized queue jump with exclusive transit phase to get buses through intersection and aligned with NBL to Holloway Dr.
La Cienega Bl and Fairfax Ave, between Guthrie Ave and Adams Bl	Metro Line 105 makes several turns off La Cienega Bl through this segment to make connections at the Washington/Fairfax Transit Hub. The turning movements add delay to the route, and the segment itself experiences heavy traffic congestion around the I-10 interchange on both La Cienega Bl and Fairfax Ave.	Improvements through this segment will require a combination of bus lanes, left turn queue jumps, and crossover or mixing zones with turning traffic. This area is one of the highest priorities for all-day transit treatments.
La Cienega Bl between Fairfax Ave and Obama Bl	Metro Line 105 and Culver CityBus Line 4 experience substantial delay where Fairfax Ave and La Cienega Bl meet, Washington Bl crosses La Cienega Bl, and southward. Several major developments near the E Line station will continue to add traffic pressure to a highly congested segment. Multiple bus routes operate in the segment between Jefferson Bl and Fairfax Ave.	Improvements in this section are relatively straightforward to add all-day curbside bus lanes and any additional transit signal priority possible. This will require conversion of a general purpose lane in each direction and special treatment at intersections to minimize right-turn conflicts.
On Jefferson Bl between Overland Ave and Sepulveda Bl	This segment has worse delay and higher bus frequency than any other portion of Jefferson Bl. There will be some trade-off considerations with traffic operations for the northbound direction, as the road configuration is narrower with landscaped medians and heavy right-turn volumes throughout the segment. Southbound has greater opportunity for all-day bus lanes.	Implement southbound all-day bus lanes through the segment. Evaluate traffic conditions for northbound bus lanes, but likely to underperform due to right-turn demand through shopping plazas and to Overland Ave and few alternatives for circulation.

Figure 4. La Cienega Corridor: Preliminary Recommendations

Southbound/Eastbound		Street Segment				Northbound/Westbound	
Recommended Transit Priority	Recommended Lane Reconfiguration*	Street	From St	To St	Segment Length (feet)	Recommended Lane Reconfiguration*	Recommended Transit Priority
Offramp Segment		La Cienega Bl	Sunset Bl	Holloway Dr		Off-ramp Segment	
All-Day Transit Priority	1 Thr Lane + 1 Curbside Bus Lane	La Cienega Bl	Holloway Dr	Romaine St	629	Special Case	No Bus Lane
All-Day Transit Priority	1 Thr Lane + 1 Bus Lane	La Cienega Bl	Romaine St	Beverly Pl	4495	1 Thr Lane + 1 Bus Lane	All-Day Transit Priority
All-Day Transit Priority	2 Thr Lanes + 1 Curbside Bus Lane	La Cienega Bl	Beverly Pl	Beverly Bl	198	1 Thr Lane + 1 Curbside Bus Lane	All-Day Transit Priority
All-Day Transit Priority	2 Thr Lanes + 1 Curbside Bus Lane	La Cienega Bl	Beverly Bl	Clifton Way	2,417	2 Thr Lanes + 1 Curbside Bus Lane	All-Day Transit Priority
Operational Monitoring Needed	2 Thr Lanes + 1 Curbside Bus Lane	La Cienega Bl	Clifton Way	Gregory Way	2,458	2 Thr Lanes + 1 Curbside Bus Lane	Operational Monitoring Needed
All-Day Transit Priority	2 Thr Lanes + 1 Curbside Bus Lane	La Cienega Bl	Gregory Way	Olympic Bl	1,110	2 Thr Lanes + 1 Curbside Bus Lane	Operational Monitoring Needed
All-Day Transit Priority	2 Thr Lanes + 1 Curbside Bus Lane	La Cienega Bl	Olympic Bl	Airdrome St	4,555	2 Thr Lanes + 1 Curbside Bus Lane	All-Day Transit Priority
Operational Monitoring Needed	2 Thr Lanes + 1 Curbside Bus Lane, from Airdrome St to Guthrie Ave	La Cienega Bl	Airdrome St	Cadillac Ave	3,284	2 Thr Lanes + 1 Curbside Bus Lane	Peak-Focused Transit Priority
All-Day Transit Priority	1 Thr Lane + 1 Curbside Bus Lane	Cadillac Ave	La Cienega Bl	Venice Bl	1,004	1 Thr Lane + 1 Curbside Bus Lane	All-Day Transit Priority
Offramp Segment		Venice Bl	Cadillac Ave	Fairfax Ave		Off-ramp Segment	
All-Day Transit Priority	1 Thr Lane + 1 Curbside Bus Lane	Fairfax Ave	Venice Bl	Washington Bl	2,131	1 Thr Lane + 1 Curbside Bus Lane	All-Day Transit Priority
Offramp Segment		Washington Bl	Fairfax Ave	La Cienega Bl		Off-ramp Segment	
All-Day Transit Priority	2 Thr Lanes + 1 Curbside Bus Lane	La Cienega Bl	Ballona Creek	Obama Bl	4,216	2 Thr Lanes + 1 Curbside Bus Lane	All-Day Transit Priority
No Bus Lane	Special Case	Obama Bl	La Cienega Bl	Jefferson Bl	1,457	Special Case	No Bus Lane
Recommend Off-ramp		Jefferson Bl	Obama Bl	Overland Ave	8968	Recommend Off-ramp	
Operational Monitoring Needed	1 Thr Lane + 1 Curbside Bus Lane	Jefferson Bl	Overland Ave	Cota St	1,588	1 Thr Lane + 1 Curbside Bus Lane	All-Day Transit Priority
All-Day Transit Priority	1 Thr Lane + 1 Curbside Bus Lane	Jefferson Bl	Cota St	Sawtelle Bl	1,647	1 Thr Lane + 1 Curbside Bus Lane	All-Day Transit Priority

Critical Segments on Sepulveda Corridor

Sepulveda BI features some segments that operate at relatively better speeds (above 10MPH) throughout the day due to longer block lengths and less surrounding land use where the corridor is closest to I-405. A substantial portion of the corridor between Venice BI and Centinela BI is being planned by a separate project. There are three major focus areas for transit speed and reliability improvement where transit speeds tend to average at or below 10MPH throughout the day:

Corridor and Segment	Issues	Next Steps
On Wilshire BI between Westwood BI and Sepulveda BI	Many bus routes operate frequent service in this segment. Between Sepulveda BI and Veteran Ave, Big Blue Bus and Metro run frequent service continuing west, in addition to Culver CityBus lines 6/6R which turn to/from Sepulveda BI. The shifting from the curb lane and turning to/from Westwood BI are one of the most consistently slow and unreliable portions of the corridor.	Explore signal modification and special phasing options. Investigate potential for bus lane on County segment between Veteran Ave and Sepulveda BI.
On Sepulveda BI between Ohio Ave and Exposition BI	Transit speeds are relatively slow with poor reliability due to heavy queues and right turns at Santa Monica BI, Olympic BI, and Pico BI. Bus connections to Metro E Line are a high priority.	Explore implementation of daytime bus lanes in both directions, with special attention to unusual and asymmetrical cross-section through this older, semi-industrial corridor. Note that southbound direction has particular challenges due to this condition, including missing sidewalks and older industrial development near Pico BI with head-in parking stalls that back directly into traffic.
On Sepulveda BI between Centinela Ave and La Tijera BI	Transit speed and reliability is poor through this segment due to confluence of airport-bound traffic and two regional shopping/entertainment centers (Fox Hills Mall and Howard Hughes Center). Larger intersections with more complex phasing around I-405 interchange. From Howard Hughes Pkwy south through Westchester Pkwy traffic congestion is highly variable based on airport demand and especially severe during seasonal peaks. Closer to the airport, the corridor also serves several regional airport transit alternatives (LAX Flyaway, Santa Barbara Airbus, Ventura Airporter) that would benefit from bus lanes.	Implement curbside bus lanes throughout, with any additional transit signal priority possible. Consider integration with LADOT desire for protected bike lanes to the extent geometrically feasible.

Figure 5. Sepulveda Corridor: Preliminary Recommendations

Southbound/Eastbound		Street Segment				Northbound/Westbound	
Recommended Transit Priority	Recommended Lane Reconfiguration*	Street	From St	To St	Segment Length (feet)	Recommended Lane Reconfiguration*	Recommended Transit Priority
Offramp Segment		Westwood Bl	Charles E Young Dr S	Wilshire Bl	Off-ramp Segment		
Offramp Segment		Wilshire Bl	Westwood Bl	Veteran Ave	Off-ramp Segment		
Maintain current geometry	Special Case	Wilshire Bl	Veteran Ave	Sepulveda Bl	1,284	Special Case	Maintain current geometry
All-Day Transit Priority	1 Thr Lane + 1 Curbside Bus Lane	Sepulveda Bl	Wilshire Bl	Ohio Ave	2,557	1 Thr Lane + 1 Bus Lane	All-Day Transit Priority
All-Day Transit Priority	1 Thr Lane + 1 Bus Lane	Sepulveda Bl	Ohio Ave	Santa Monica Bl	1,216	1 Thr Lane + 1 Bus Lane	All-Day Transit Priority
All-Day Transit Priority	1 Thr Lane + 1 Curbside Bus Lane	Sepulveda Bl	Santa Monica Bl	Mississippi Ave	2,718	1 Thr Lane + 1 Bus Lane	All-Day Transit Priority
All-Day Transit Priority	1 Thr Lane + 1 Curbside Bus Lane	Sepulveda Bl	Mississippi Ave	W Pico Bl	2,065	1 Thr Lane + 1 Curbside Bus Lane	All-Day Transit Priority
All-Day Transit Priority	2 Thr Lanes + 1 Curbside Bus Lane	Sepulveda Bl	W Pico Bl	Exposition Bl	712	2 Thr Lanes + 1 Curbside Bus Lane	All-Day Transit Priority
All-Day Transit Priority	1 Thr Lane + 1 Curbside Bus Lane	Sepulveda Bl	Exposition Bl	Pearl St	326	1 Thr Lane + 1 Curbside Bus Lane	All-Day Transit Priority
All-Day Transit Priority	1 Thr Lane + 1 Bus Lane	Sepulveda Bl	Pearl St	Sardis Ave	1,972	1 Thr Lane + 1 Bus Lane	All-Day Transit Priority
All-Day Transit Priority	1 Thr Lane + 1 Bus Lane	Sepulveda Bl	Sardis Ave	National Bl	1,024	1 Thr Lane + 1 Bus Lane	All-Day Transit Priority
All-Day Transit Priority	1 Thr Lane + 1 Bus Lane	Sepulveda Bl	National Bl	Venice Bl	6,340	1 Thr Lane + 1 Bus Lane	All-Day Transit Priority
Offramp Segment		Sepulveda Bl	Venice Bl	Centinela Ave	Off-ramp Segment		
All-Day Transit Priority	2 Thr Lanes + 1 Bus Lane	Sepulveda Bl	Centinela Ave	Westchester Pkwy	9,552	2 Thr Lanes + 1 Bus Lane	All-Day Transit Priority
Recommend Off-ramp		Westchester Pkwy	Sepulveda Bl / Westchester Pkwy	Airport Bl	Recommend Off-ramp		
Recommend Off-ramp		Arbor Vitae St	Airport Bl	94th St / Metro Plaza Wy	Recommend Off-ramp		

Notes:
*Thr = Through.
Please review detailed analysis and recommendations in the subsequent section of "By Corridor Transportation Facilities and Activity".

Critical Segments on Santa Monica Corridor

Santa Monica Bl experiences relatively slow transit speeds averaging at or below 10MPH primarily from between Centinela Ave east to the Beverly Hills city limit. The eastern portion also requires no trade-off for on-street parking due to the frontage roads which may simplify implementation of bus lanes. Transit signal priority and queue jumps, especially between Westwood and the Beverly Hills city limit, will also greatly benefit transit reliability as most bus stops are far to the right of the through lanes. A substantial segment from Centinela Ave to I-405 is off-ramped due to an active Caltrans improvement project that is adding curbside bus lanes. In the City of Santa Monica, speeds average slightly better than 10MPH during much of the day but are poorer eastbound, and reliability in both directions is generally poorer than the rest of the corridor.

Corridor and Segment	Issues	Next Steps
On Santa Monica Bl between 5 th St and 14 th St, and east of 26 th St to Centinela Ave	Transit speeds and reliability are low to moderate throughout the day, with unreliability worse around Lincoln Bl.	Implement curbside bus lanes (if geometry allows) or convert general purpose lane based on traffic analysis, between 5 th St and 14 th St and east of 26 th St to Centinela Ave.
On Santa Monica Bl from Sawtelle Bl through I-405 interchange to Sepulveda Bl	This is one of the highest priority locations for additional improvement. Bus speeds through the freeway interchange average approximately 6MPH throughout the day and conflicts with turning queues are high.	Eastbound, from Sawtelle nearside bus stop, explore signalization option to get transit at least one lane away from curb (avoid EBR queue to ramp). With traffic analysis, explore potential closure of WBL to Sawtelle to open space for bus queue jump through interchange.
East of Sepulveda Bl to corridor limit at Beverly Hills city limit	Traffic congestion is heavy throughout the day, with eastbound speeds averaging below 10MPH and westbound slightly better. A probable cause of the difference for eastbound traffic is many stops which are far to the right of the through-lane, requiring significant maneuvering in and out of traffic.	Implement bus lanes in both directions by converting general purpose lane. Implement signal improvements and queue jumps throughout to facilitate bus re-entry. Consider potential transit-only phase or other solutions for eastbound Big Blue Bus route approaching Westwood Bl.

Figure 6. Santa Monica Corridor: Preliminary Recommendations

Westbound		Street Segment				Eastbound	
Recommended Transit Priority	Recommended Lane Reconfiguration*	Street	From St	To St	Segment Length (feet)	Recommended Lane Reconfiguration*	Recommended Transit Priority
All-Day Transit Priority	3 Thr Lanes + 1 Bus Lane	Santa Monica Bl	S Moreno Dr	Ave of the Stars	1,782	3 Thr Lanes + 1 Bus Lane	Maintain existing median bus lane
All-Day Transit Priority	2 Thr Lanes + 1 Bus Lane	Santa Monica Bl	Ave of the Stars	Century Pk W	1,058	3 Thr Lanes + 1 Bus Lane	All-Day Transit Priority from Century Pk W to Westfield Driveway
All-Day Transit Priority	2 Thr Lanes + 1 Bus Lane	Santa Monica Bl	Century Pk W	Cotner Ave	8,809	2 Thr Lanes + 1 Bus Lane	All-Day Transit Priority
Offramp Segment		Santa Monica Bl	Cotner Ave	Centinela Ave	7281	Off-ramp Segment	
All-Day Transit Priority	2 Thr Lanes + 1 Curbside Bus Lane	Santa Monica Bl	Centinela Ave	Harvard St	2,012	2 Thr Lanes + 1 Curbside Bus Lane	All-Day Transit Priority
All-Day Transit Priority	1 Thr Lane + 1 Bus Lane	Santa Monica Bl	Harvard St	26th St	739	1 Thr Lane + 1 Bus Lane	All-Day Transit Priority
Recommend Off-ramp		Santa Monica Bl	26th St	14th Ct	7281	Recommend Off-ramp	
All-Day Transit Priority	1 Thr Lane + 1 Bus Lane	Santa Monica Bl	14th Ct	Lincoln Ct	2,400	1 Thr Lane + 1 Bus Lane	All-Day Transit Priority
All-Day Transit Priority	1 Thr Lane + 1 Curbside Bus Lane	Santa Monica Bl	Lincoln Ct	7th Ct	338	1 Thr Lane + 1 Bus Lane	All-Day Transit Priority
Operational Monitoring Needed	1 Thr Lane + 1 Curbside Bus Lane	Santa Monica Bl	7th Ct	5th St	1,065	1 Thr Lane + 1 Curbside Bus Lane	Operational Monitoring Needed
Off-ramp Segment		Santa Monica Bl	5th St	Ocean Ave	1624	Off-ramp Segment	

Suggested Segments for 10% Off-Ramping

In addition to the Early Off-ramping segments approved in the December 2025 WSCCOG Board meeting, this analysis has further identified certain segments to off-ramp during this phase of design because of conditions that do not support implementation of a quick-build bus lane. This list briefly summarizes the suggested off-ramp segments, with more detail following in the memo.

1. **Jefferson Bl between Obama Bl and Overland Ave:** Bus speeds are generally above 15MPH and service frequency in this segment is only once an hour. Parking is in high demand near the Culver City park and Baldwin Hills park. Geometry south of Duquesne becomes constrained with a landscaped median. To avoid parking impacts, a general purpose lane could be converted to a bus-only lane, but this is not recommended since transit service remains at only hourly frequency. This segment could be revisited as part of a service improvement plan.
2. **Westwood Bl north of Le Conte Ave:** North of Le Conte Ave is the responsibility of UCLA and already includes targeted transit improvements made in recent years. Bus lanes in this segment are unlikely to achieve measurable benefits because the signals at the medical center driveways and Charles E Young Drive also have to serve heavy pedestrian volumes. Conflicting vehicle traffic north-south on Westwood Boulevard through this section is not believed to be the primary cause of transit delay.
3. **Westchester Pkwy/Arbor Vitae St between Sepulveda Bl and Aviation Bl:** Existing transit services were rerouted from Westchester Pkwy-Arbor Vitae St to parallel corridors (such as Manchester Ave) due to construction of LAX/Metro Transit Center Station. In addition, Los Angeles World Airports (LAWA) expressed concerns regarding lane capacity, congestion, and interaction with ongoing and planned airport roadway projects proposed by the Airfield & Terminal Modernization Project (ATMP). The coordination required on this segment would not fit in with the Project's quick-build schedule.
4. **Santa Monica Bl west of 4th St:** Eastbound bus lanes are already present. No bus service operates in the westbound direction.
5. **Santa Monica Bl between 14th St and 26th St:** This segment has constrained geometry, high traffic turning movements throughout the day, and high probability that diverted traffic will severely impact parallel neighborhood and school streets¹. The area between 20th Street and Chelsea Avenue is particularly constrained with traffic turning to and from the McKinley Elementary School, St. John's Hospital and medical offices and substantial pedestrian crossings. Exacerbating the constraint is north-south traffic flow to and from I-10, which must turn onto Santa Monica Bl for a single block between 23rd Street and Cloverfield Bl. A bus lane in these segments may not achieve measurable benefits because it would still frequently be sharing space with turning vehicles. It is recommended that this segment be revisited in a separate phase not currently included in the scope of quick-build implementation.

¹ To address City's Santa Monica's comments, Fehr & Peers provided traffic operation analysis of implementing bus lanes along this segment in the Transportation Assessment section.

Figure 7. Suggested Segments for Off-Ramping



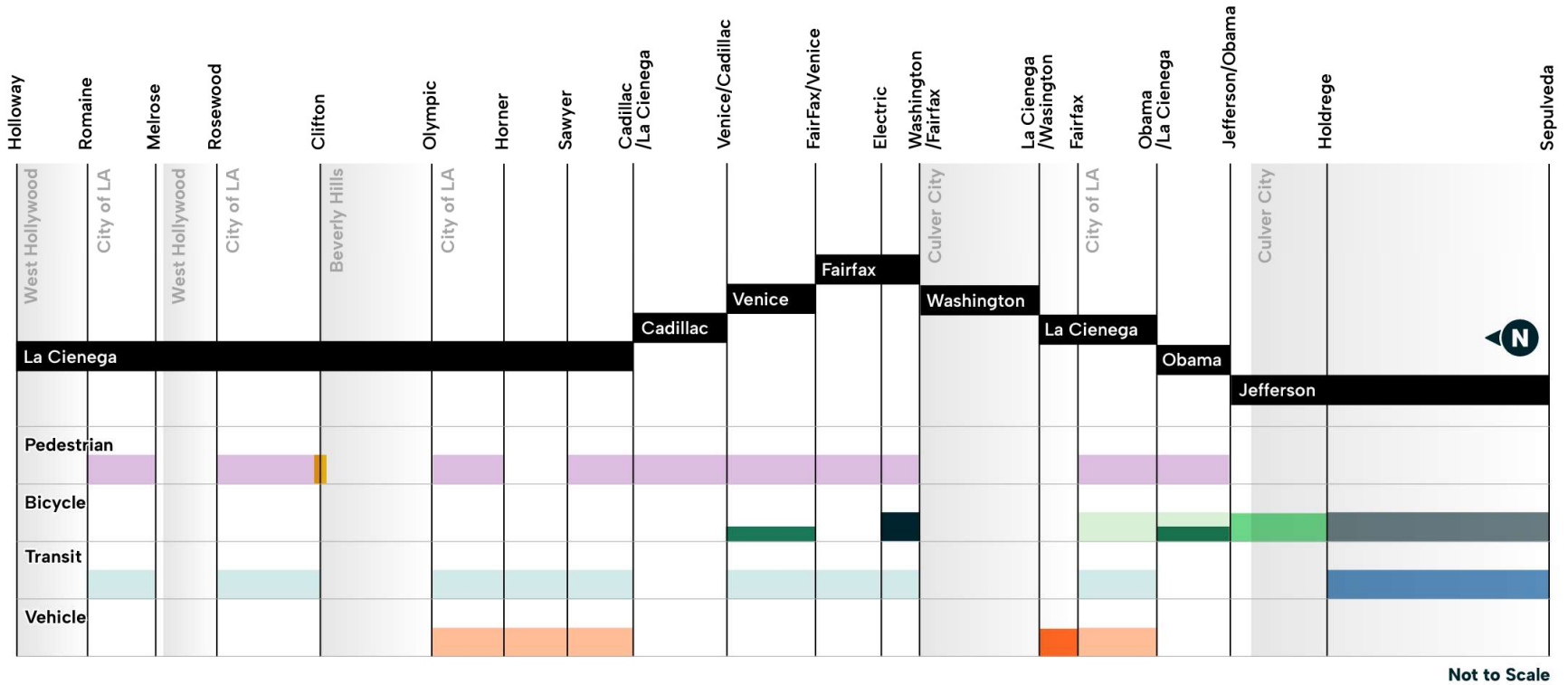
Suggested Segments for Off-Ramping

Fehr & Peers

Planning Context and Guiding Policies

Multiple adopted and planned policies overlap the study corridors and provide direction regarding intended street functions, modal priorities, and planned facility improvements. Fehr & Peers reviewed these plans and policies to (1) ensure consistency with adopted plans where feasible and (2) identify potential physical constraints and/or multimodal tradeoffs that may require additional coordination.

Figure 8. La Cienega BI Corridor: Related Plan Designations



Pedestrian

- Traffic Calming & New Pedestrian Crossing, Beverly Hills Complete Streets Plan
- Pedestrian Enhanced Network (PEN)*

Bicycle

- Class IV Bikeway, Ballona Creek Bikeway Phase 2, Alternative A
- Class IV Bikeway, Culver City Bicycle and Pedestrian Plan
- Bicycle Enhanced Network (BEN) Tier 1*
- Bicycle Lane Network (BLN) Tier 2*
- Bicycle Lane Network (BLN) Tier 3*

Transit

- Transit Priority Corridor, Culver City General Plan
- Transit Enhanced Network (TEN)*

Vehicle

- Truck Route, Culver City General Plan
- Vehicle Enhanced Network (VEN)*

*City of Los Angeles Mobility Plan 2035

Figure 9. Sepulveda BI Corridor: Related Plan Designations

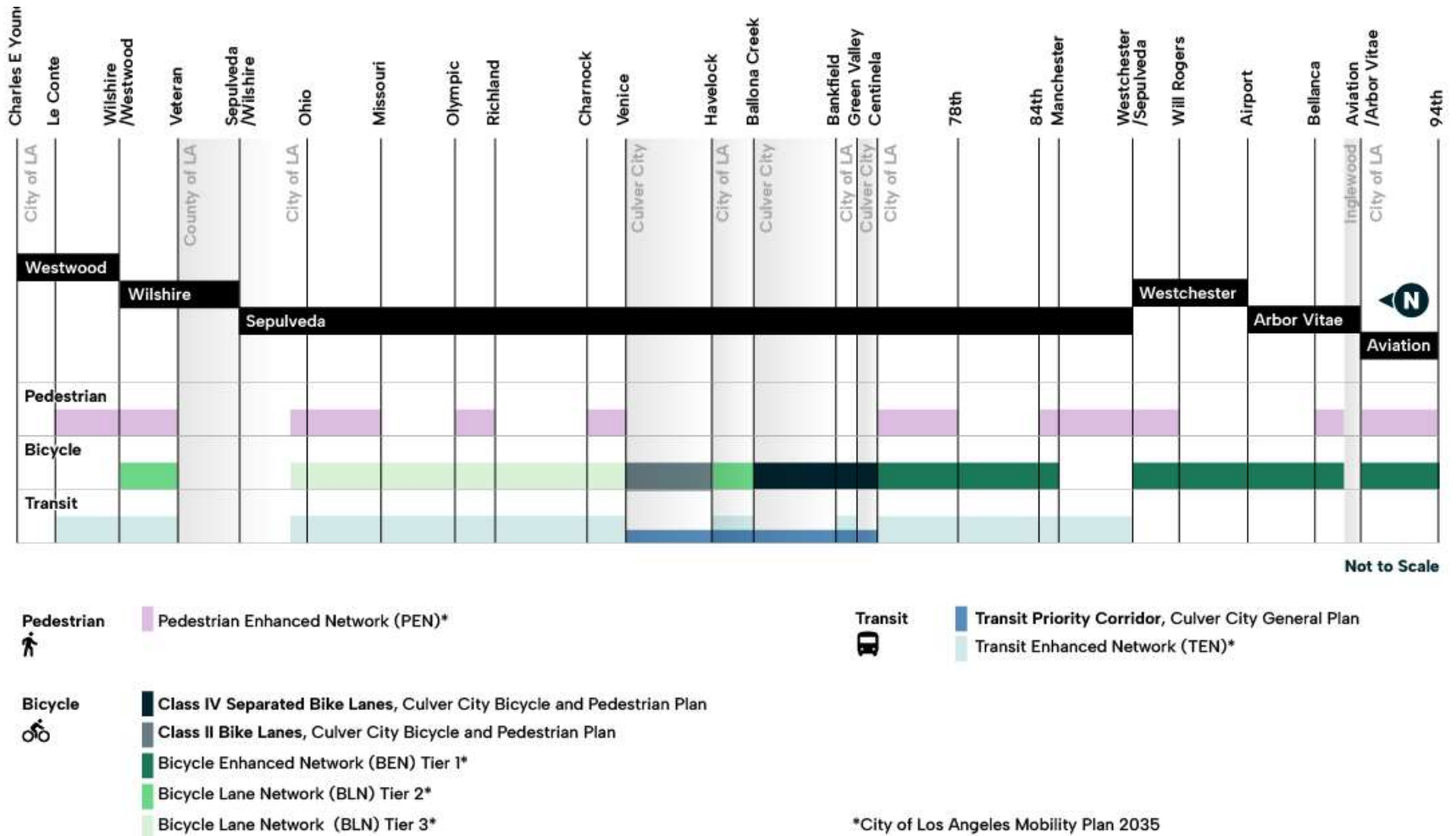
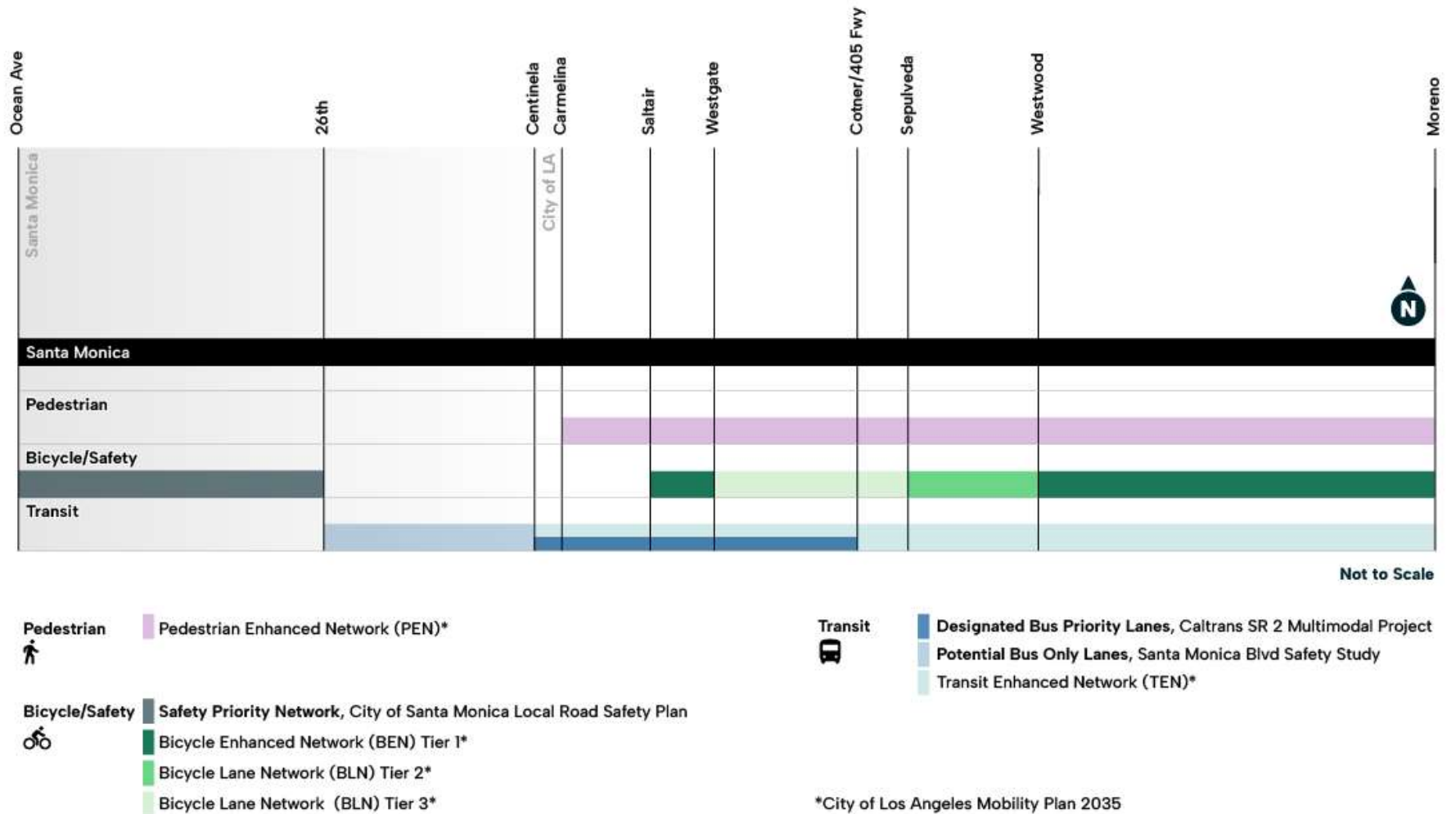


Figure 10. Santa Monica BI Corridor: Related Plan Designations



Travel Patterns

The three corridors being prioritized for this project are major transit conduits for residents and workers on the Westside and travelers across the Los Angeles region. This section summarizes some of the travel pattern data that supports the need for transit priority to improve service for existing riders and to attract new riders.

Regional Transit Mode Share

Transit on the Westside accounts for a small portion of all travel, but is above average for the Los Angeles region and for all but the most central neighborhoods of Los Angeles. Fehr & Peers summarized transit mode share for Westside Cities trips using Replica 2025 Spring typical weekday trip data, and compared these results to other urban subregions in Los Angeles County. Table 1 presents transit mode share by trip origin across selected urban core subregions. The analysis compares seven urban subregions and excludes North Los Angeles County and Las Virgenes/Malibu.

Table 1. Subregion Transit Mode Share using Replica Data

Subregion Names	Transit Mode Share (Trips Originating in Subregion)
South Bay	1.1%
Gateway Cities	1.0%
Arroyo Verdugo	0.9%
Central Los Angeles	3.1%
San Fernando Valley	0.7%
San Gabriel Valley	0.5%
Westside Cities	1.8%
Los Angeles County Urban Core Average	1.4%

Given this relatively strong transit use, Westside transit infrastructure improvements will likely benefit a large user base. Additionally, infrastructure improvements could further increase transit mode share by making it easier and more convenient to choose transit.

Corridor Travel Demand and Patterns

Fehr & Peers summarized corridor-level travel characteristics of the three study corridors using Replica 2025 Spring typical weekday trip data. The analysis includes trips that travel along the corridor for at least one segment or intersect the corridor at a crossing location, such as travelers who transfer to or from transit services operating on the corridor. As a result, the findings reflect both through-travel and access/transfer activity associated with the corridor and compare key travel metrics by mode (vehicle and transit).

Transit infrastructure improvements would benefit local travelers. Approximately 10 to 20 percent of all automobile trips along study corridors are local trips which begin and end within one mile of the

corridor. Therefore, significant improvements to transit along these corridors could convert those trips from driving to transit and are most likely to be attractive to these local travelers.

Santa Monica BI has by far the largest share of local transit trips: 16% of transit trips start and end entirely within its 1-mile buffer. This is substantially higher than Sepulveda BI (7%) and La Cienega BI (5%), indicating that transit infrastructure improvements on Santa Monica BI will likely be especially beneficial to local travelers, and that speed improvements on the other corridors may be valuable in attracting more local ridership in addition to supporting the high proportion of connecting riders.

Transit infrastructure improvements will benefit transit riders transferring to regional rail services.

About 60% of La Cienega Corridor riders also use the Metro E Line; the corresponding shares are 48% in the Sepulveda Corridor and 15% in the Santa Monica Corridor. The predominant travel pattern in the Westside Cities is east-west, which is well-supported directly by bus routes on Santa Monica BI, and transfers to the Metro E Line. Improving speed and reliability of north-south bus service on La Cienega and Sepulveda will benefit riders connecting to and from the frequent E Line, while also making it generally more convenient for travelers to choose transit for their Westside trips. Finally, once Metro D Line extension stations open in 2026–2028, they will likely create additional transit demand on La Cienega BI (at Wilshire/La Cienega station) and Sepulveda BI (at Westwood/UCLA station) for first/last-mile connections.

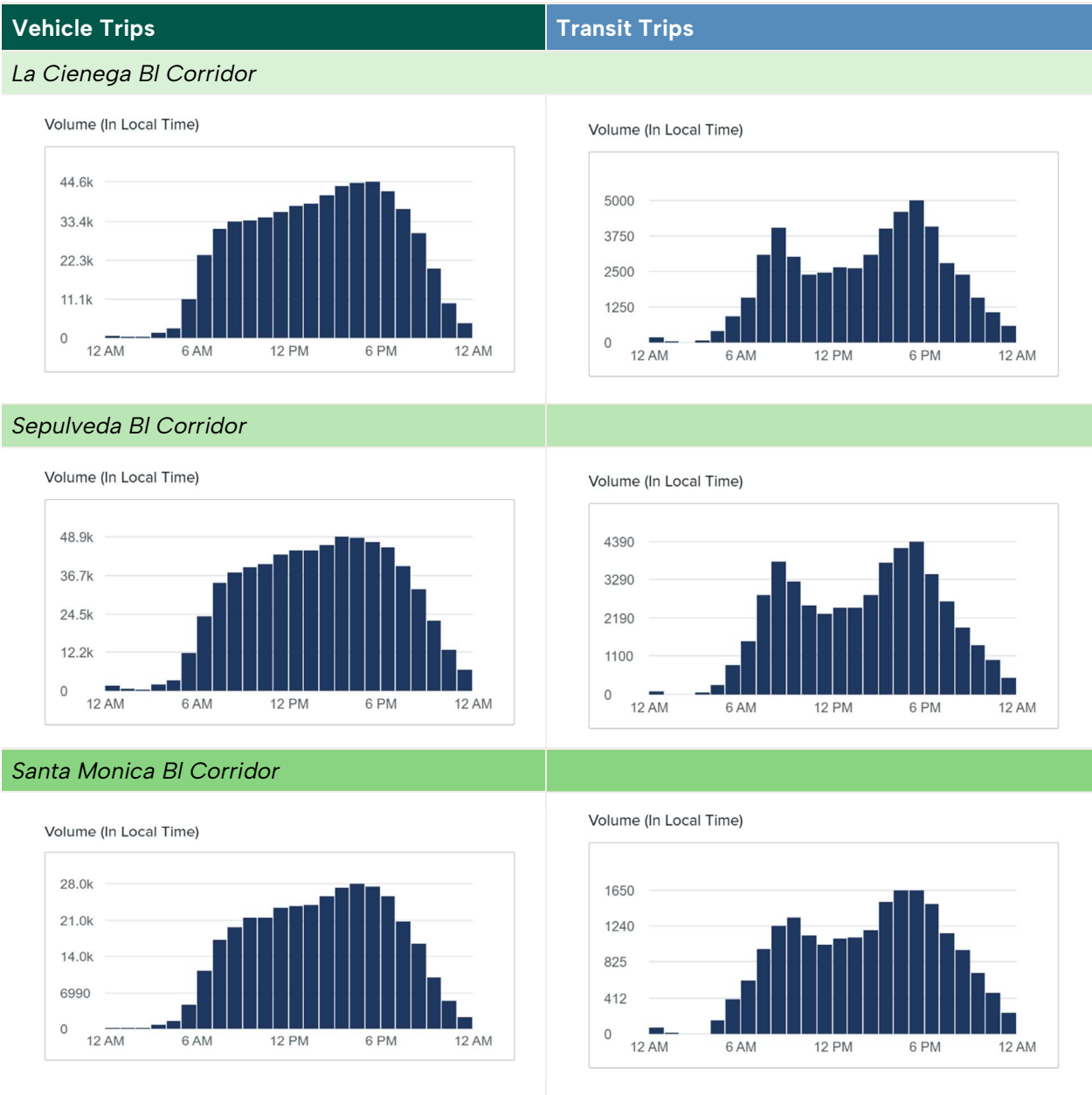
Travel time on each corridor varies significantly by mode (Figure 11). Average vehicle trip durations range from 22–28 minutes, while average transit trip durations are much longer at 60–74 minutes. This is because a larger portion of total transit trip durations is out-of-vehicle time, including walking, waiting, and transfer time. In addition, buses are generally slower than driving because buses must serve multiple stops (transit operations) and traffic congestion creates delay.

Table 2. Corridor Travel Characteristics using Replica Data

Metrix	Mode	La Cienega BI Corridor	Sepulveda BI Corridor	Santa Monica BI Corridor
Mode Share of Total Trips Passing Through Corridor	Vehicle	87%	88%	88%
	Transit	7%	6%	4%
Percent of Local Trips (Origin and Destination within One Mile of Corridor)	Vehicle	10%	18%	18%
	Transit	5%	7%	16%
Average Trip Duration (Minutes)	Vehicle	26.5	28.1	22.6
	Transit	73.7	74.3	60.8
Average Trip Distance (Miles)	Vehicle	13.0	16.8	11.5
	Transit	14.7	14.8	10.6
Top Three Transit Routes Used	Transit	Metro E Line (60%) Metro Local Line 105 (17%) Metro Local Line 33 (15%)	Metro E Line (48%) Metro Rapid Line 720 (14%) Culver City Bus Line 6 (8%)	Metro Local Line 4 (40%) Big Blue Bus Line 1 (29%) Metro E Line (15%)

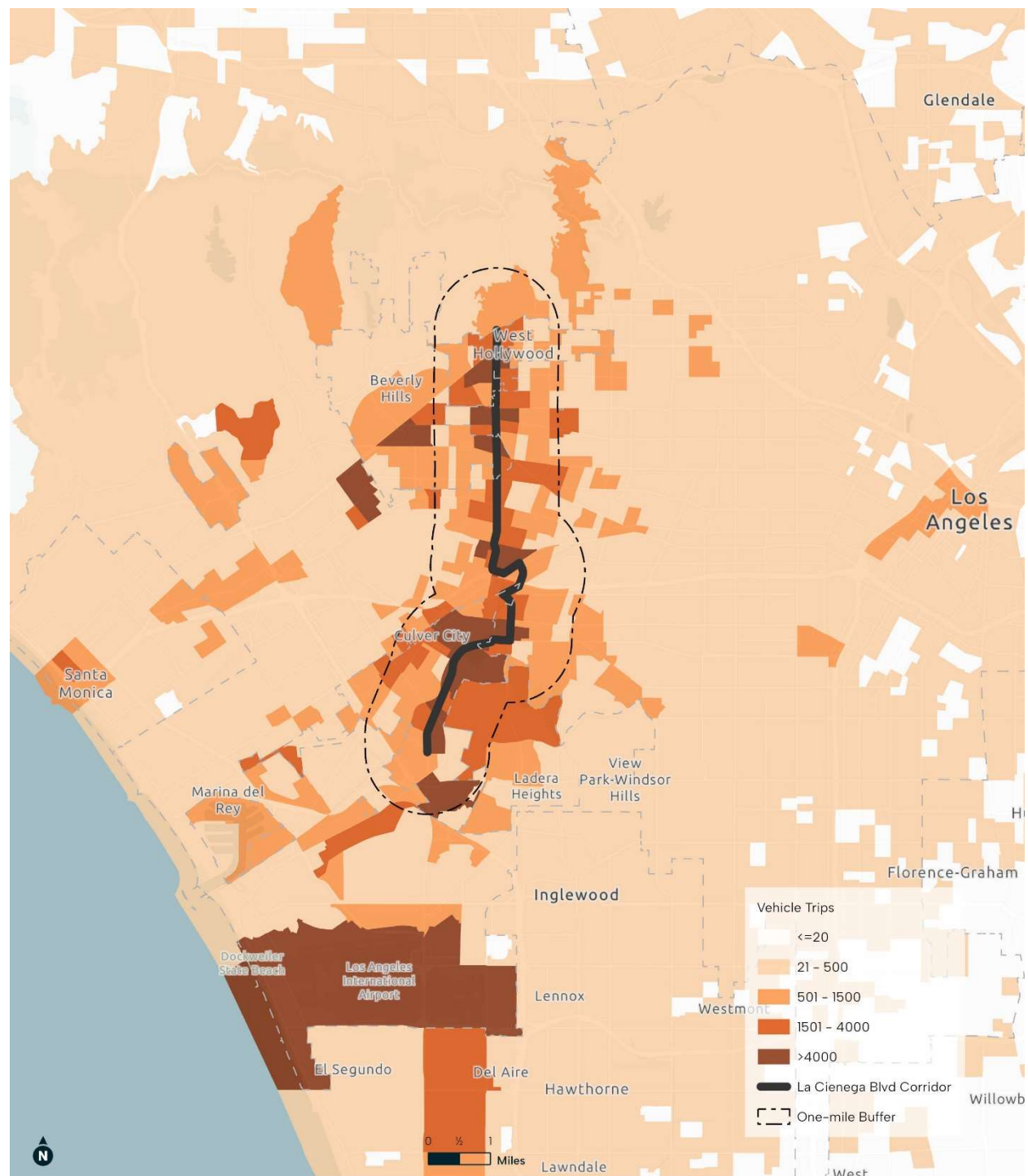
Data source: Replica (Spring 2025)

Figure 11. Time of Day Trip Distribution by Mode



Data source: Replica (Spring 2025)

Figure 12. La Cienega BI Corridor Vehicle Trip Distribution (Origin)

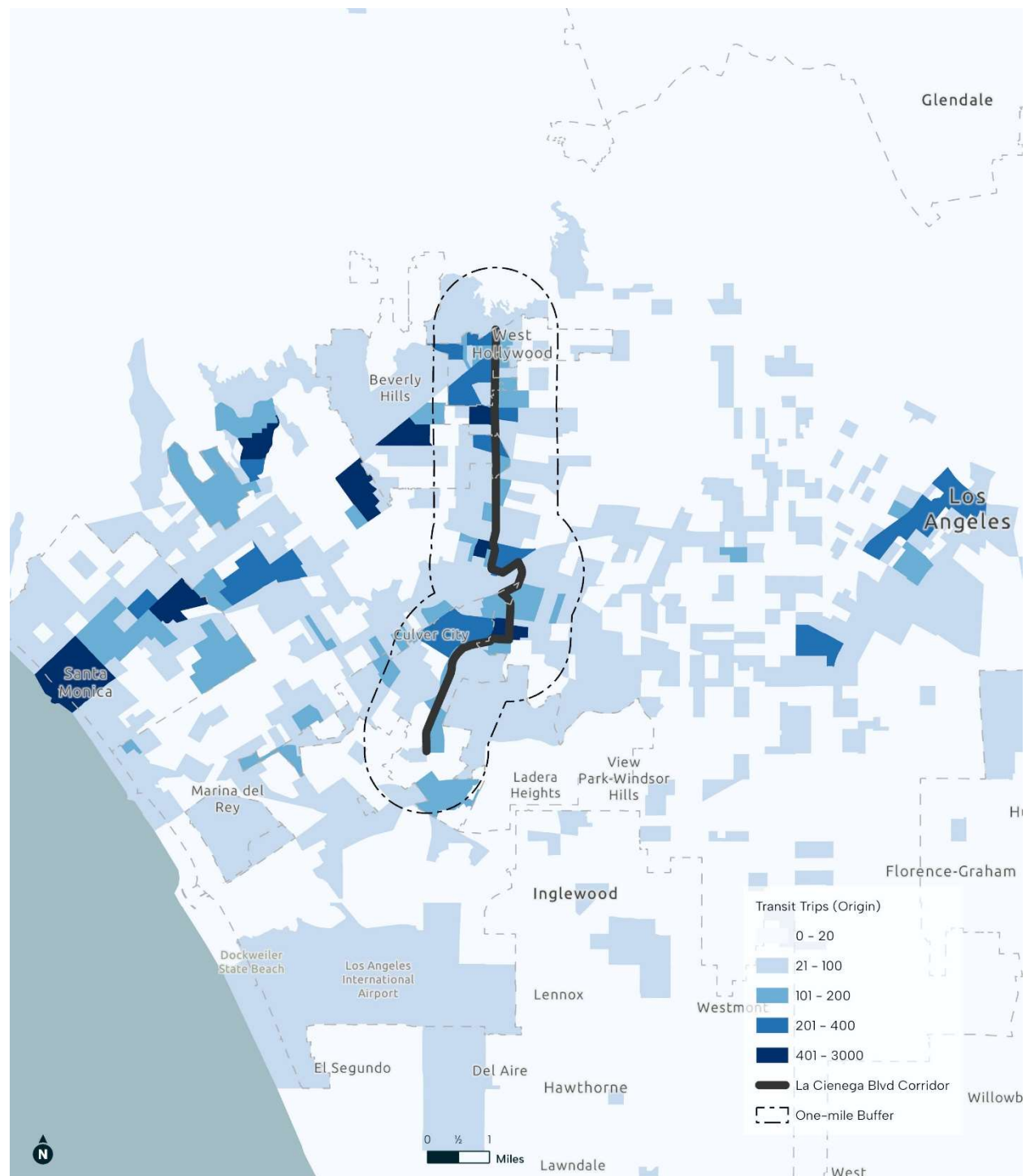


La Cienega Blvd Corridor – Vehicle Trip Distribution

Fehr & Peers

Note: Trip distribution figures reflect both through-travel and access/transfer activity associated with the respective corridor.

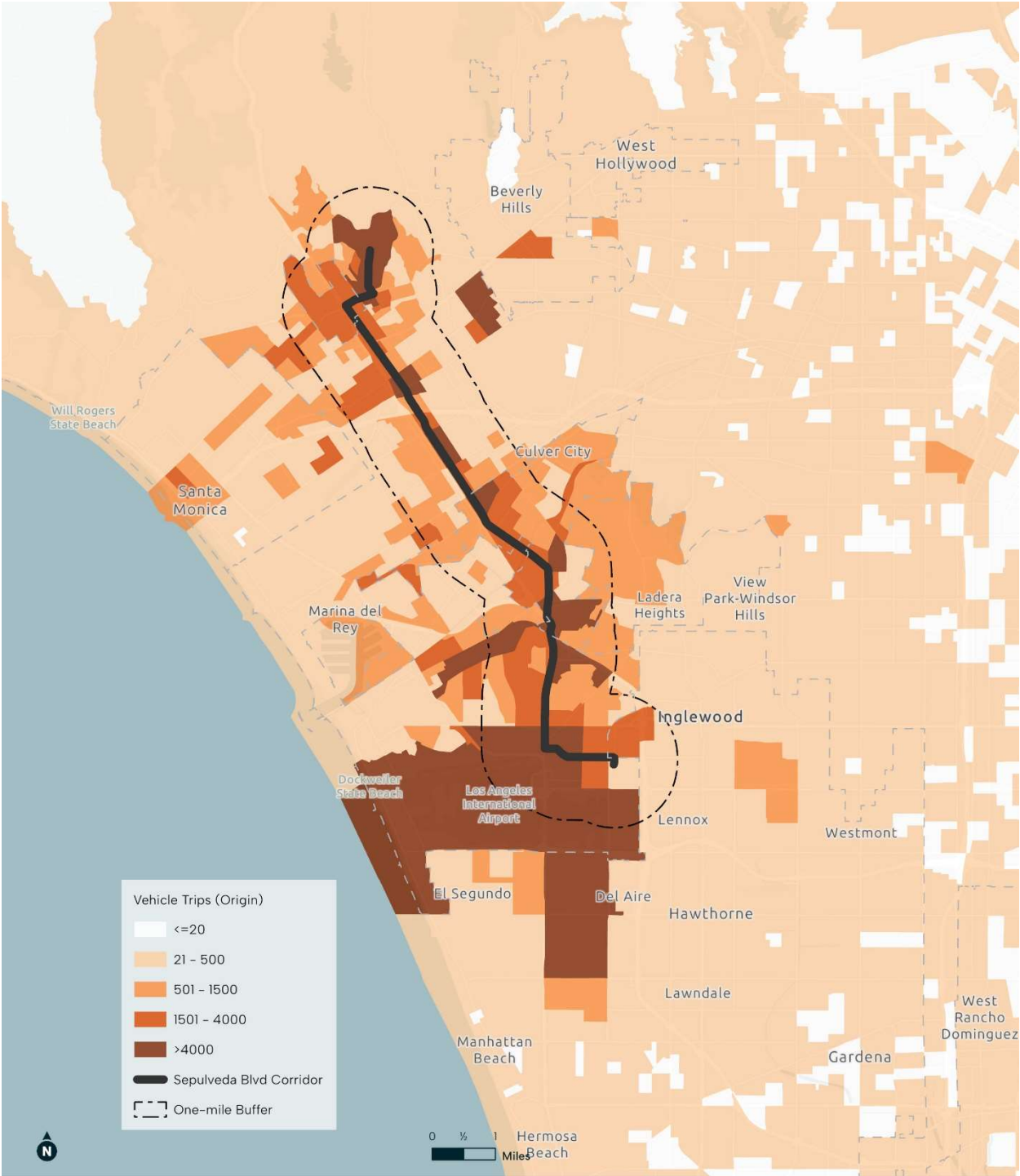
Figure 13. La Cienega BI Corridor Transit Trip Distribution (Origin)



La Cienega Blvd Corridor – Transit Trip Distribution

Fehr & Peers

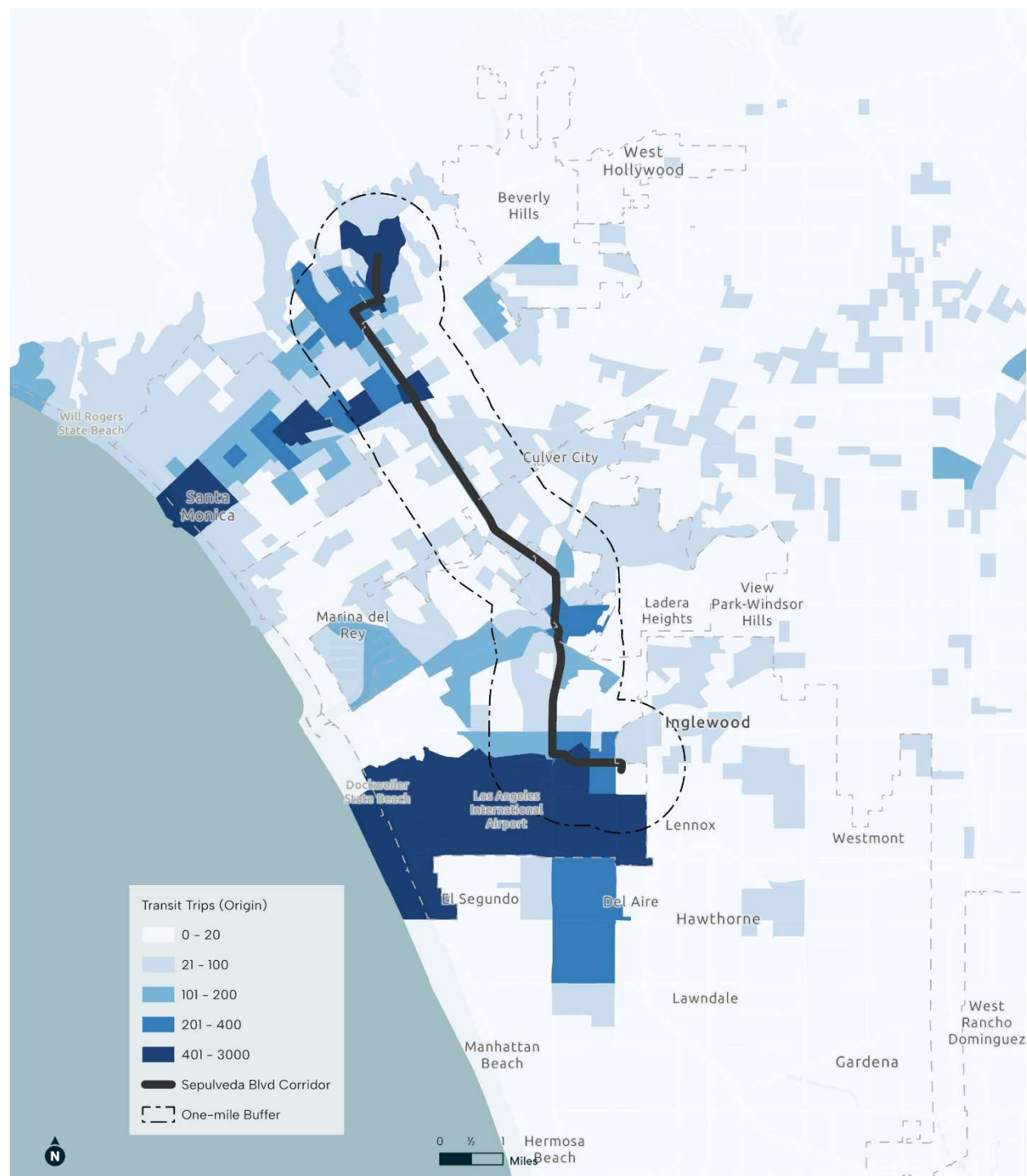
Figure 14. Sepulveda BI Corridor Vehicle Trip Distribution (Origin)



Sepulveda Blvd Corridor – Vehicle Trip Distribution

Fehr & Peers

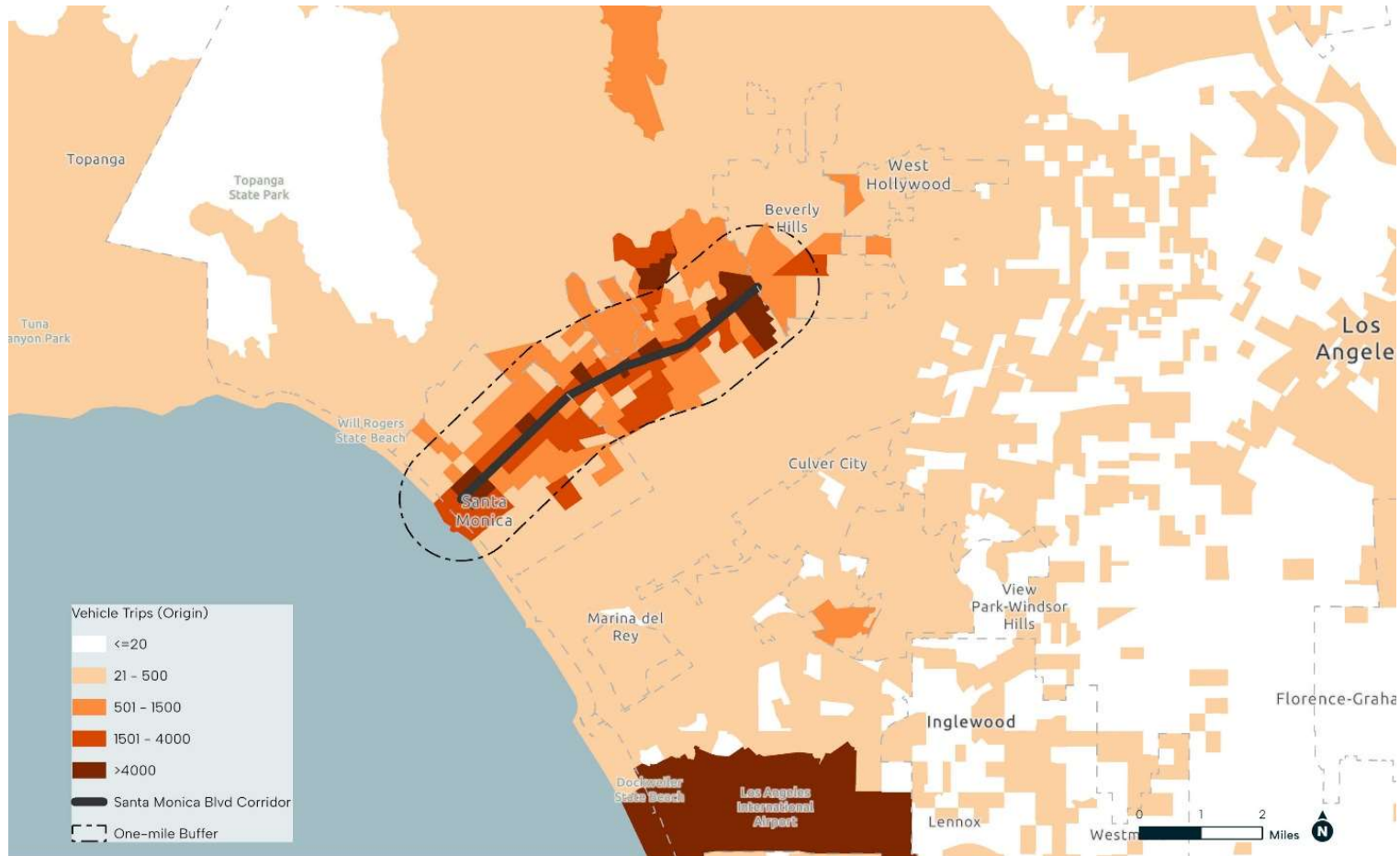
Figure 15. Sepulveda BI Corridor Transit Trip Distribution (Origin)



Sepulveda Blvd Corridor – Transit Trip Distribution

Fehr & Peers

Figure 16. Santa Monica BI Corridor Vehicle Trip Distribution (Origin)



Santa Monica Blvd Corridor - Vehicle Trip Distribution

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Figure 17. Santa Monica Bl Corridor Transit Trip Distribution (Origin)



Santa Monica Blvd Corridor – Transit Trip Distribution

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Fehr & Peers

Transit Service Mileage Overlap

Table 3. Existing Bus Routes Service One-Way Mileage Overlap with Study Corridors

Operator	Bus Line Name	Total Service Mileage Overlapping	Minimum Headway	Maximum Headway
Culver CityBus	Rapid 6 Sepulveda Bl	9.8	17	17
Culver CityBus	Line 6 Sepulveda Bl	9.6	10	45
Metro	Metro Local Line 4	6.0	7	27
Big Blue Bus	1 Main St & Santa Monica Bl	4.1	10	20
Metro	105 Metro Local Line	3.9	11	56
Culver CityBus	Line 4 Jefferson Bl	3.1	29	48
Antelope Valley Transit Authority	786	2.2	18	25
Metro	Metro Rapid Line 720	1.7	5	16
Metro	Metro Local Line 20	1.7	11	29
Big Blue Bus	2 Wilshire Bl / UCLA	1.1	19	31
LADOT	Commuter Express 534	0.9	26	40
Big Blue Bus	8 Ocean Park Bl & Westwood Bl / UCLA	0.9	20	43
Metro	Metro Local Line 111	0.9	10	60
Big Blue Bus	5 Olympic Bl	0.8	57	57
Metro	Metro Local Line 602	0.6	30	55
Culver CityBus	Line 2 Inglewood Bl	0.6	55	55
Metro	Metro Local Line 110	0.6	15	61
Metro	Metro Local Line 108	0.4	9	70
Metro	Metro Local Line 134	0.3	33	60
Metro	Metro Local Line 33	0.3	7	55
West Hollywood Cityline	Cityline Local	0.3	22	41

Note:

1. This table lists bus routes with more than 0.3 one-way mileage overlap. Please refer to by-corridor transit service summary tables for a full list of bus routes serving each study corridor.
2. West Hollywood Cityline service on La Cienega is subject to change, as the City of West Hollywood will be evaluating Cityline service changes while this project is underway.

Existing Corridor Conditions

Purpose and Methodology

This section describes the questions the existing-conditions review is designed to answer and the planning-level methods used to assemble consistent, segment-based findings for design screening.

Purpose: Key Questions Guiding This Review

- **Where and when are bus speeds and reliability lowest**, such that priority treatments could yield meaningful rider benefits?

Are priority treatments needed throughout the day, or only during the peak period(s)?

- **Where is transit service absent** or where are buses already operating similarly to general traffic?
- **Where are physical constraints present**, such as narrow curb-to-curb widths, curb extensions, complex curb demand, that may limit feasibility for dedicated lanes?
- **Where do existing or planned bicycle facilities** create design constraints or opportunities?
- **What curb access tradeoffs** (parking, loading, passenger pick-up/drop-off, bus stop design) are jurisdictions likely to face?

Methodology

Corridor Segmentation (how results are organized and visualized)

Each corridor is divided into smaller, distinct segments based on street and built-environment characteristics and separated each time along the corridor when certain features change. This segmentation supports consistent comparison across corridors and enables recommendations tailored to the constraints of each segment. Segmentation was developed using: (1) roadway geometry and lane configuration, (2) curb management/on-street parking typology, and (3) jurisdiction boundaries (segments are clipped at city limits).

Following segmentation, Fehr & Peers compiled GIS-based datasets to document corridor characteristics and guide field verification. Field visits documented conditions and photographs for design and pre-construction reference.

Transit Operations (speed reliability + ridership)

Transit speeds and reliability of transit travel time on each corridor are the fundamental metrics this project intends to solve. This analysis evaluates corridor potential for transit priority infrastructure at segment level and plots time saving benefits. Fehr & Peers used transit location data published through the Cal-ITP portal² for an initial review of transit conditions along the study corridors. Using data published representing late September 2025, we assessed three transit metrics for all the routes operating on each corridor:

² California Integrated Travel Project, a collaboration of CalSTA and Caltrans funded through TIRCP; the transit speed and reliability dashboard is one of several services provided. calitp.org

- **Actual transit speed**, as published, which indicates the average speed transit is operating at between bus stops, by period (AM peak 7:00–10:00AM; midday 10:00AM–3:00PM; PM peak 3:00–8:00PM; and evening 8:00PM–midnight).
 - Transit speed is a function of three things: the transit operation (how often the bus stops and for how long), traffic congestion and signal operations, and geometric conditions such as length and angle of bus stops.
 - Average transit speeds will range widely, but below 10MPH on signalized arterial corridors is considered slow.
- **Transit speed differential**, which Fehr & Peers calculated by comparing the best off-peak speed and the worst peak speed. This effectively represents how much speed is lost during peak traffic periods compared to when roads are generally uncongested.
 - Speed differential needs to be considered in conjunction with actual speed; there are some segments where the actual speed is low at all times, and the speed differential alone would not indicate this issue.
 - A very wide speed differential (greater than 10MPH) would indicate that bus speeds are heavily affected by peak period conditions and that buses move much faster during the off-peak period.
- **Transit speed reliability**, as published, indicates how wide the variation is in observed bus speeds during a certain period. This indicates if travel times are unpredictable, regardless of actual speed, which can result in problems like bus bunching where one bus experiences significant delay while the bus behind it catches up.
 - Reliability can have unintuitive interpretation in some cases; for example, a segment with very slow speeds could have *high reliability*, which could suggest traffic congestion is consistently problematic; moderate speeds and poor reliability could suggest that only certain trips in the peak hour are getting delayed and the issue may be traffic congestion or transit operations.

There are some limitations of the Cal-ITP product. The data samples published are relatively brief periods of time, are published independently by agency and route, and use a fixed segmentation. With a larger raw dataset from each of the agencies³, Fehr & Peers applied our own *Transit Reliability Index* tool to get more detail, separate causes of delay between transit operations and traffic operations, and apply the speed data to custom segmentation that aggregates all bus routes using the corridor.

Ridership activity: The transit ridership analysis identifies locations with the highest levels of passenger activity to help determine where transit priority improvements could provide the greatest benefit. Fehr & Peers used May 2024 boardings and alightings data⁴ at bus stop level, as well as passenger “load on board” which uses the same data to estimate how many people are actually on the bus riding through any given segment.

Passenger load on board helps assess the number of current riders who could benefit immediately from transit speed and reliability improvements. Stop-level boardings and alightings helps **identify where transit delay is potentially a result of dwell time at a bus stop rather than (or only because of)**

³ Bus operators and time periods of the raw data: Culver CityBus Data (03/01/2024–03/14/2024), LA Metro Data (03/01/2025–05/31/2025); Big Blue Bus Data (10/01/2025–10/31/2025).

⁴ The 2024 data were used to avoid potential ridership interruption associated with the 2025 Palisades Fire and Immigration and Customs Enforcement (ICE) activities.

traffic congestion. Separating out transit operations-related delay (dwell time at stops, holding for scheduled timepoints) more accurately represents the potential benefits of transit lanes and ensures recommended solutions that are correctly related to the cause. At stops with very high passenger boardings, or frequent riders who need the wheelchair ramp or other assistance, solutions such as sidewalk widening and clearing of curbside obstructions can help reduce stop dwell time.

Parking analysis (curb tradeoffs)

This analysis pairs with transit performance to identify where peak-hour-only versus full-day transit priority. Methods include a desktop review of land uses, on-street utilization observations during off-peak period, and a quadrant framework relating parking utilization to transit speed performance to support tradeoff discussion.

A quadrant analysis was used to screen transit lane candidacy by jointly considering midday transit speed and parking utilization for each study segment. Midday transit speed was classified as **low where speeds were below 10MPH, and normal/high where speeds were 10MPH or greater**. Parking utilization was categorized based on observed curb occupancy conditions on a typical weekday: **low utilization** reflects very limited parking activity (roughly <20% occupied), **medium utilization** indicates moderate demand where spaces are generally available, and **high utilization** indicates parking is frequently full and difficult to find. Segments were then assigned to one of four implementation-oriented quadrants to inform where full-day transit lanes, peak-period-only treatments, or additional evaluation may be most appropriate.

Table 4. Quadrant Analysis for Off-peak Curbside Tradeoffs

<i>Quadrant II</i> All-Day Transit Priority Lower parking demand and strong transit performance; candidate for full-day transit lanes. Or Transit Lane Not Warranted In constrained conditions, bus lanes could be omitted because the transit speeds are better.	<i>Quadrant I</i> Peak-Focused Transit Priority High priority for maintaining off-peak parking supply to support local businesses; candidate for peak-hour-only transit lanes.
<i>Low parking utilization</i> High priority for increasing transit speed, strong candidate for full-day transit lanes All-Day Transit Priority <i>Quadrant III</i>	Medium/High parking utilization Tradeoff discussion needed to balance transit improvements and local access; further operational monitoring is needed to define appropriate treatment and hours of operation. Operational Monitoring Needed <i>Quadrant IV</i>

Detailed methodology is included in **Appendix A**.

Transportation Assessment

The transportation assessment quantifies existing corridor performance and evaluates the potential operational effects of proposed multimodal improvements. Traffic operations along the three study corridors were evaluated using a combination of travel demand modeling, fieldwork observation, intersection inventory review, signal system characteristics, and Synchro-based traffic operations analysis. Together, these methods provide context for corridor congestion patterns, intersection control, and operational constraints relevant to the assessment of transit priority strategies.

Corridor Volume-to-Capacity Ratio

Existing corridor volume-to-capacity (V/C) ratios were extracted from the City of Los Angeles travel demand model⁵ to characterize corridor congestion during the AM peak, PM peak, and midday periods. These modeled results identify roadway segments and time periods where capacity constraints are most pronounced and provide a consistent basis for comparing traffic conditions across the study corridors (See **Appendix B**).

Fieldwork Observation

Fehr & Peers conducted fieldwork on typical weekdays along the study corridors to document travel speed and identify notable operational conditions during AM peak and PM peak periods. Observations also captured atypical activities or constraints that may influence traffic operations or curbside use. In addition, Fehr & Peers recorded travel speeds using GPS devices during fieldwork, presented in **Appendix C**.

LOS Assessment Summary Methodology

The focus of the traffic operations assessment is to identify constraints at major intersections that may require design and operational development beyond the 10% phase. This analysis is **not** intended to guide whether a bus lane could or could not be implemented, but rather to identify possible traffic operations and geometric conditions that influence the design and effectiveness of possible transit priority treatments.

This analysis describes the LOS results as “preliminary” because at many locations, some combination of more current traffic counts and/or more detailed traffic analysis may be useful or required to determine the final lane configurations and signal modifications.

1. Intersections that are operating at LOS E or worse are examined to determine what the probable causes of poor operation may be, and whether a conceptual bus lane would practically affect that outcome.
2. If a specific movement that would be directly affected by a bus priority change is LOS E or worse, we evaluated the probable outcome based on a conceptual lane reconfiguration:
 - a. If the conceptual bus lane were to be shared with right-turning traffic, high V/C (above 0.8) may indicate bus lane would be ineffective because the bus would be regularly delayed by turning vehicles. Separating right turns from the bus lane may be more beneficial, if geometry allows.

⁵ The City of Los Angeles travel demand model is the latest available model that covers full extents of three study corridors. The model has an existing base year of 2024.

- b. If a right-turn pocket can be provided separately, and providing a bus lane would require reduction of a general through lane, the resulting change in through V/C and LOS was evaluated. In addition, vehicle queues that would affect upstream intersections were considered.
3. Regardless of LOS grade, we evaluated the geometric and signal phase conditions at each intersection, considering the presence of overlap and protected turn phases, special phases (pedestrian scrambles, bike signals, etc.), curb extensions, turn pockets, or other geometric factors that may also influence the effectiveness of a bus lane or potential for a queue jump.
4. For any location where LOS results are unclear (because current count data were not available and/or intersection operations are likely affected by adjacent intersections), we applied field observations and traffic engineering judgment to assess the issues. Some segments may require a later round of traffic counts and microsimulation for 30% and/or final signal design.

The LOS Assessment table at the end of each corridor summarizes this process for any location where conditions warranted further examination. The full preliminary LOS results and more detail on the analysis methodology are provided in **Appendix D**.

The following are the typical factors the analysis identifies as possibly affecting the design of transit priority. The analysis section generally does not advise directly on the potential design; this information will inform further development of the concepts after the 10% design phase.

- Protected left phases, which can affect the design and effectiveness of transit priority and sometimes indicate a geometric condition to consider for lane alignment
- Split phases, which can affect time available in the cycle for transit priority
- Right turn pockets and slip lanes which may influence the design of a bus lane
- Curb extensions which could affect the geometry to allow for a bus lane or queue jump at the curb, or could affect the need for a signalized queue jump if a farside curb extension limits the receiving geometry for the bus
- In a few locations, the location of the bus stop itself in relation to the intersection is a factor that may affect the effectiveness of a bus lane and signal priority
- Heavy volumes for particular movements could affect the effectiveness of a bus lane or the ability for a bus to bypass the queue

La Cienega Bl Corridor

Street Classification

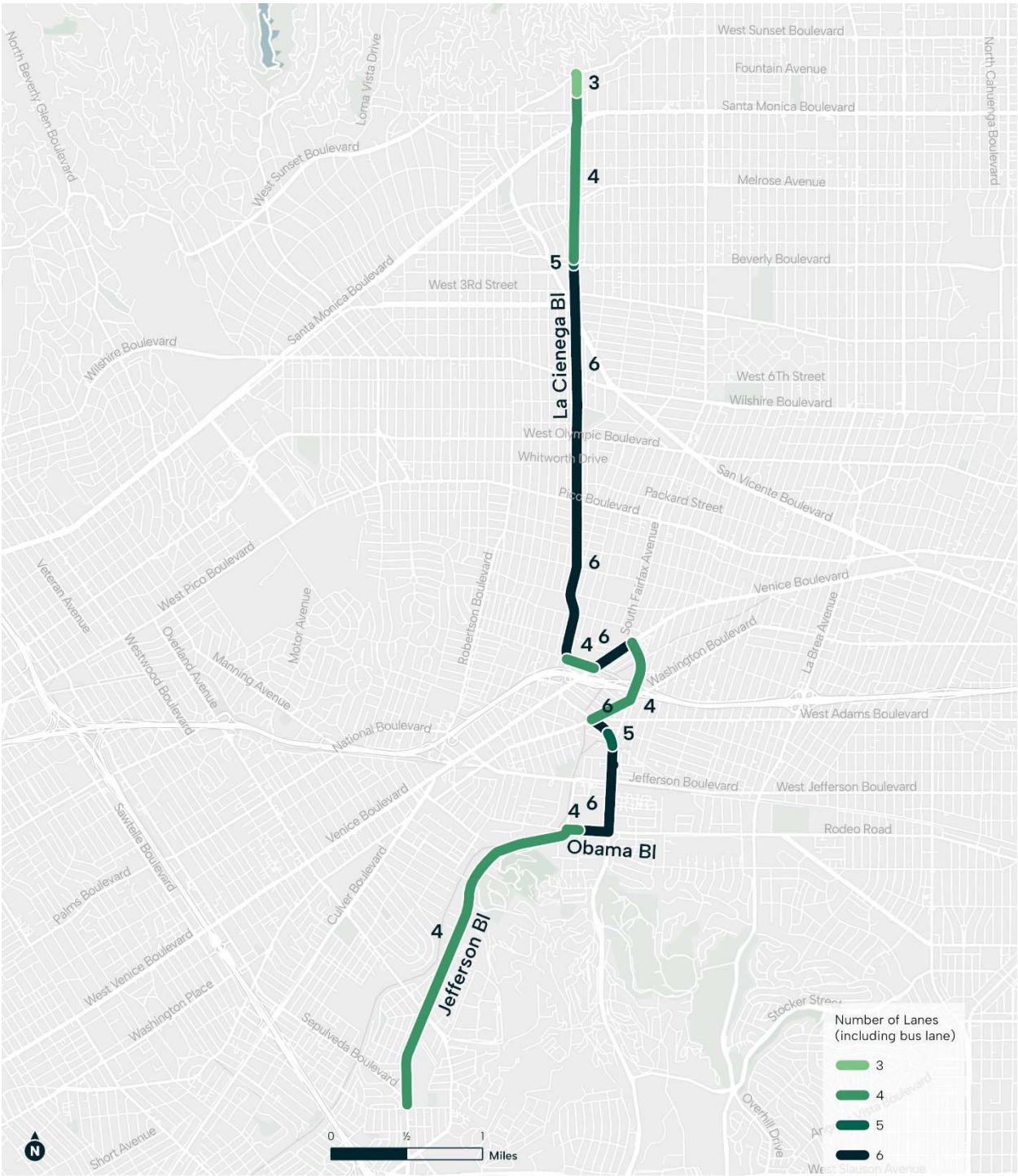
The La Cienega Bl Corridor includes portions of La Cienega Bl, Cadillac Ave, Venice Bl, Fairfax Ave, Obama Bl, and Jefferson Bl. The roadway characteristics for these streets are described and shown in **Table 5**,

Figure 18, and **Figure 19**. A majority of the corridor is comprised of La Cienega Bl and Jefferson Bl, and both streets vary in total right-of-way (ROW), through lanes, and posted speed limits. The other streets comprise smaller segments of the corridor and have more consistent roadway characteristics.

Table 5: La Cienega Bl Corridor Characteristics

Street	Classification Type	Total ROW (ft)	Through Lanes	Posted Speed Limits (MPH)
La Cienega Bl	Arterial	55 to 110	3 to 6; mostly 4 to 6	30 in West Hollywood and Beverly Hills; mostly 35 elsewhere
Cadillac Ave	Arterial	85	4	25
Venice Bl	Arterial	170	6	35
Fairfax Ave	Arterial	80	4	35
Washington Bl	Arterial	100	4	35
Obama Bl	Arterial	100	4	35
Jefferson Bl	Arterial	90 to 110	4	35 to 40; mostly 40

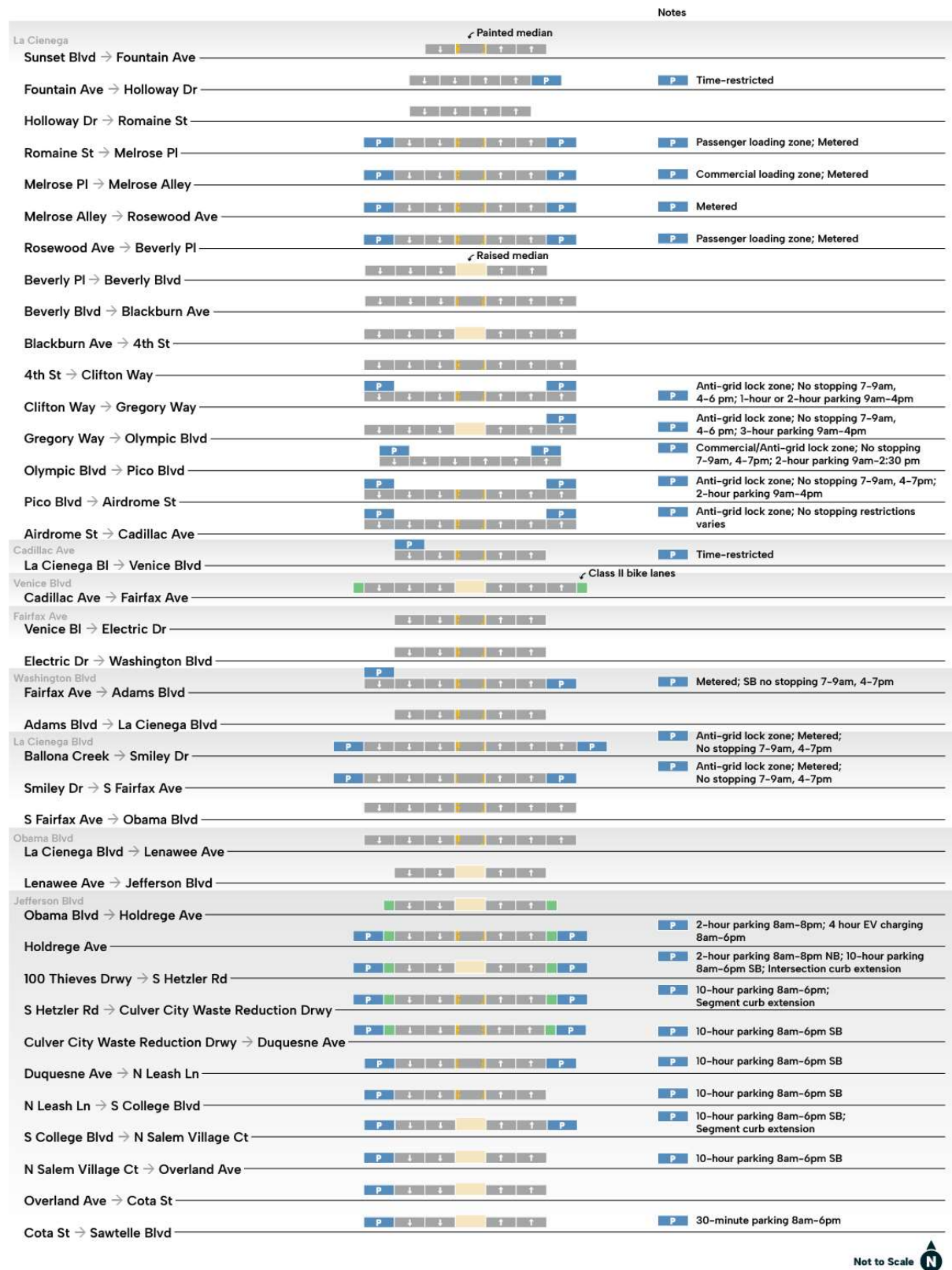
Figure 18. La Cienega Bl Corridor Number of Through Lanes



La Cienega Blvd Corridor – Number of Through Lanes

Fehr&Peers

Figure 19. La Cienega BL Corridor: Sample Cross-Sections by Segment



The team conducted a field audit of infrastructure near bus stops, which is summarized in Table 6. This information informs the level of effort required to install bus pads or stop amenities that would improve bus boarding times and, thus, performance.

Table 6: La Cienega Bl Bus Stop Amenity Conditions

Stop Location	Side	Bus Pad Condition	Shelter/Canopy Condition	Sidewalk Width
Holloway Dr / La Cienega Bl	Farside	Good	N/A	9'
La Cienega Bl / Santa Monica Bl	Farside	N/A	N/A	6'
La Cienega Bl / Waring Ave	Nearside	N/A	N/A	4'
La Cienega Bl / Melrose Ave	Farside	Good	Good	8'-6"
La Cienega Bl / Rosewood Ave	Nearside	Good	Good	10'
La Cienega Bl / Beverly Bl	Farside	Fair non-standard (narrow)	N/A	12'
La Cienega Bl / 3 rd St	Farside	N/A	N/A	9'
La Cienega Bl / San Vicente Bl	Farside	Concrete Lane Poor	Fair	7'
La Cienega Bl / Colgate Ave	Farside	Concrete Lane Fair	N/A	9'-6"
La Cienega Bl / Wilshire Bl	Farside	New bus pad planned for near-term construction per coordination City of Beverly Hills.	N/A	6'
La Cienega Bl / Gregory Wy	Farside	N/A	N/A	8'
La Cienega Bl / Olympic Bl	Farside	N/A	N/A	15'
La Cienega Bl / Whitworth Dr	Nearside	Good	Good	7'
La Cienega Bl / Pico Bl	Nearside	On Farside	Good	8'
La Cienega Bl / Cashio St	Nearside	Fair non-standard (narrow)	N/A	8'
La Cienega Bl / Airdrome St	Nearside	Good	N/A	9'-6"
La Cienega Bl / 18 th St	Nearside	Good	N/A	9'-6"
La Cienega Bl / Sawyer St	Farside	Fair	Fair	13'-6"
La Cienega Bl / Guthrie Ave	Nearside	Fair non-standard (narrow)	N/A	9'-6"
Cadillac Ave / La Cienega Bl	Farside	Fair non-standard (narrow)	N/A	6'

Stop Location	Side	Bus Pad Condition	Shelter/Canopy Condition	Sidewalk Width
Venice Bl / Cadillac Ave	Farside	Fair	Fair	9'-6"
Fairfax Ave / Venice Bl	Farside	Good	N/A	6'
Washington Fairfax Hub	Farside	Fair non-standard (narrow)	Fair	9'-6"
Fairfax Ave / Adams Bl	Nearside	N/A	N/A	9'-6"
Fairfax Ave / Adams Bl	Nearside	N/A	N/A	9'-6"
La Cienega Bl / Jefferson Bl	Farside	N/A	N/A	N/A
La Cienega Bl / Clemson St	Nearside	N/A	N/A	9'-6"
Obama Bl / Kalsman Dr	Nearside	N/A	N/A	9'-6"
Jefferson Bl / Duquesne Ave	Farside	N/A	Good	15'
Jefferson Bl / Leahy St	Nearside	N/A	N/A	7'-6"
Jefferson Bl / Raintree Cir	Farside	Good	N/A	7'-6"
Jefferson Bl / Indian Wood Rd	Farside	N/A	N/A	7'-6"
Overland Ave / Jefferson Bl	Farside	Good	N/A	8'
West Los Angeles College	N/A (off-street)	N/A	N/A	N/A
Jefferson Bl / Overland Ave	Farside	Good	Good	8'
Jefferson Bl / Cota St	Farside	N/A	N/A	7'
Jefferson Bl / Ballona Ln	Farside	Good	Good	9'-6"
Jefferson Bl / Machado Rd	Farside	N/A	Fair	4'-6"
Sepulveda Bl / Sawtelle Bl	Nearside	Fair	Good	7'
Jefferson Bl / Machado Rd	Nearside	N/A	Good	10.5'
Jefferson Bl / Cota St	Farside	N/A	Good	10'
West Los Angeles College (off-street)				
Jefferson Bl / Overland Ave	Farside	N/A	N/A	8'
Jefferson Bl / Indian Wood Rd	Farside	N/A	N/A	8'
Jefferson Bl / Raintree Ctr	Farside	N/A	N/A	8'
Jefferson Bl / Leahy St	Farside	N/A	N/A	6'
Jefferson Bl / Duquesne Ave	Farside	N/A	Good	6'
Jefferson Bl / Holdrege Ave	Nearside	N/A	N/A	8'
Obama Bl. / Kalsman Dr	Nearside	N/A	N/A	5'
La Cienega Bl / Clemson St	Nearside	Poor non-standard (narrow)	N/A	11'

Stop Location	Side	Bus Pad Condition	Shelter/Canopy Condition	Sidewalk Width
La Cienega Bl / Jefferson Bl	Farside	N/A	N/A	10'
Fairfax Ave / Adams Bl	Farside	Fair	N/A	10'
Washington Fairfax Transit Hub	Nearside	Fair Non-standard (narrow)	Good	N/A
Venice Bl / Fairfax Ave	Farside	Fair	N/A	10'
Venice Bl / Cadillac Ave	Nearside	Poor	N/A	10'
Cadillac Ave / La Cienega Bl	Nearside	Poor	N/A	10'
La Cienega Bl / Guthrie Ave	Nearside	Fair non-standard (narrow)	N/A	10'
La Cienega Bl / Sawyer St	Nearside	Good	N/A	12'
La Cienega Bl / 18 th St	Nearside	Fair	N/A	10'
La Cienega Bl / Airdrome St	Nearside	Good	GOOD	11'
La Cienega Bl / Cashio St	Nearside	Fair Non-standard (narrow)	N/A	15'
La Cienega Bl / Pico Bl	Farside	Poor	N/A	14'
La Cienega Bl / Whitworth Dr	Nearside	Good	N/A	15'
La Cienega Bl / Olympic Bl	Farside	Poor	N/A	14.5'
La Cienega Bl / Gregory Wy	Nearside	N/A	N/A	10', 40'
La Cienega Bl / Wilshire Bl	Farside	Brand new	N/A	8' to grate, 12' ROW
La Cienega Bl / San Vicente Bl	Nearside	Poor – full concrete lane	N/A	10'
La Cienega Bl / 4 th St	Farside	Poor – full concrete lane	N/A	15'
La Cienega Bl / 3 rd St	Farside	N/A	N/A	10'
La Cienega Bl / Beverly Bl	Farside	Poor	GOOD	15'
La Cienega Bl / Rosewood Ave	Nearside	N/A	GOOD	15'
La Cienega Bl / Melrose Ave	Nearside	Fair	N/A	5'
La Cienega Bl / Waring Ave	Nearside	N/A	N/A	10'
La Cienega Bl / Santa Monica Bl	Nearside	N/A	N/A	8'

Transit Operation Analysis

La Cienega BL Corridor is primarily served by Metro Local Line 105 from the northernmost extent to Jefferson BL, and Culver City Bus Route 4 from Washington BL south, while other bus routes also operate on short portions of this corridor. Table 7 and

Figure 20 summarize major bus services overlap with this corridor. There is no existing bus lane along the corridor.

Table 7. Existing Transit Service along La Cienega BI Corridor

Operator	Line	Minimum Headway (Minutes)	Maximum Headway (Minutes)	Corridor Extent Overlap
Metro	105	11	56	La Cienega BI between Holloway Dr and Washington BI; and Fairfax Ave and Obama BI
Metro	14/37	13	61	La Cienega BI between Beverly BI and W 3 rd St Washington BI between La Cienega BI and Adams BI
Metro	16	6	60	La Cienega BI between Holloway Dr and Santa Monica BI
Metro	217	12	53	Fairfax Ave between Venice BI and Washington BI La Cienega BI between Fairfax Ave and National BI
Metro	35/38	16	43	Fairfax Ave between Electric Dr and Washington BI Washington BI between Fairfax Ave and Adams BI La Cienega BI between Fairfax Ave and National BI
Metro	617	45	59	La Cienega BI between Beverly BI and W 3 rd St
LADOT	DASH Fairfax	30	30	La Cienega BI between Melrose Ave and W 3 rd St
West Hollywood	Cityline Local–West	13	41	La Cienega BI between Santa Monica BI and Sherwood Dr
Culver CityBus	3	19	38	Jefferson BI between Overland Ave and Sepulveda BI (Weekends only)
Culver CityBus	4	41	60	Fairfax Ave between Electric Dr and Washington BI La Cienega BI between Fairfax Ave and Obama BI Obama BI between La Cienega BI and Jefferson BI Jefferson BI between Obama BI and Sepulveda BI

Operator	Line	Minimum Headway (Minutes)	Maximum Headway (Minutes)	Corridor Extent Overlap
Culver CityBus	5	20	<i>Limited Trips Outside Peak Hours</i>	Obama BI between La Cienega BI and Jefferson BI Jefferson BI between Obama BI and Holdrege BI
Culver CityBus	5C2	70	<i>Limited Trips Outside Peak Hours</i>	Jefferson BI between Overland Ave and Sepulveda BI

Figure 20. La Cienega Bl Corridor: Existing Transit Service



La Cienega Blvd Corridor - Existing Transit Service

Fehr & Peers

Note: West Hollywood CityLine is not shown above because of its short overlap with La Cienega, and upcoming route changes.

Transit Speed and Reliability

Actual Transit Speeds average 8–10MPH on La Cienega during the day and about 12MPH during midday. Speeds on Jefferson BI are generally above 10MPH until just north of Overland.

Summary **Transit Speed Differential** indicates that peak hour transit suffers from significant delay, but some segments are operating slowly (10MPH or less) throughout the day.

Transit Speed Reliability indicates the La Cienega segments near I-10 and southern portion of the corridor on Jefferson BI have low reliability in both directions.

Average transit speeds on the La Cienega BI corridor vary widely by segment, but most importantly are substantially slower throughout the entire corridor during the day compared with off-peak (early morning/late evening). According to the **Transit Reliability Index** outputs, the average speed of southbound transit service during the **worst peak times is approximately 9.3MPH** but averages 19.2MPH during the off-peak period. In other words, the same transit service could take twice as long to complete a trip in the peak hour as other times of day. Northbound transit speeds appear to average slightly higher during the peak period (11.8MPH) and in the off-peak (21.3MPH).

Segments with low transit speeds are on La Cienega BI between Beverly BI and Pico BI, as well as south of Airdrome St to Obama BI. Between Airdrome St and Obama BI (approximately 2.4 miles) where the corridor crosses I-10, Metro Line 105 makes several turns away from La Cienega BI to reach the Washington/Fairfax transit hub. Left turns generally add delay to transit service, but this is compounded by navigating through and around freeway ramp-related congestion throughout the day. Some of the worst performance in these segments is below 5MPH during the peak period, and around 10MPH during the off-peak, which is still much lower than most of the corridor for off-peak times.

Midday transit performance has similar patterns as peak period, showing poorer speed between Beverly BI and Pico BI and better speed in the middle portion of Jefferson BI between Obama BI and Overland Ave.

Much of the corridor has medium to high reliability, with the La Cienega BI segments near I-10 and the southern portion of Jefferson BI showing low reliability.

TRANSIT ROUTING AND OPERATIONS

Each corridor features some segments where bus route turns or other factors introduce specific issues that a bus lane alone may not solve.

- **Northbound La Cienega BI from Santa Monica BI to Holloway Dr**, Metro Line 105 currently turns left onto Holloway Dr to reach its layover point.
- **Southbound La Cienega BI between Guthrie Ave and Cadillac Ave**, Line 105 must position for a left turn onto Cadillac Ave, where there is a far-side bus stop; the bus then must get over for another left turn onto Venice BI in less than 600 feet.

- **Northbound on Fairfax Ave between Electric Dr and Venice Bl**, both Metro Line 105 and Line 217 are operating, but Line 105 must position for a left turn to Venice Bl. A curbside bus lane would benefit both lines up to the point at which Line 105 must access the left turn lane; otherwise, special signal phasing would be required for Line 105.
- **All service between the Washington/Fairfax transit hub and Obama Bl uses Fairfax Ave** to the merge point with La Cienega Bl.
- The transit corridor shifts from **La Cienega Bl to Jefferson Bl at Obama Bl**. Southbound Culver City Line 4 turns right onto Obama Bl and has a bus stop near Kalsman Dr before needing to shift away from the curb and turn left onto Jefferson Bl. The northbound Line 4 turns right from Jefferson onto Obama Bl, and then must move over three lanes to the eastbound left turn to La Cienega Bl. Metro Line 105 southbound turns left from La Cienega Bl to Obama Bl, and vice versa in the opposite direction.

Figure 21. La Cienega Bl Corridor: Worse Peak Period Transit Speed



La Cienega Blvd Corridor – Peak Period Transit Speed and Reliability

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Midday Speed

- ≤ 5 MPH
- 5 MPH - 10 MPH
- 10 MPH - 15 MPH
- 15 MPH - 20 MPH
- 20 MPH - 25 MPH
- > 25 MPH
- No data

Midday Reliability

- Low Reliability
- City Boundaries

Fehr & Peers

Transit Stop Activity

Ridership per bus stop and per agency along the corridor varies from 0 riders to 748 daily passenger movements. Based on May 2024 ridership data, average weekday boardings and alightings tend to be highest at stops near the Washington Bl/Fairfax Ave Transit Hub and its vicinity, including the intersections of Washington Bl at Fairfax Ave, Venice Bl at Electric Ave, and Venice Bl at Fairfax Ave with approximately 5,000 daily combined passenger movements for all bus stops at the aforementioned intersections. Additionally, the intersection of Wilshire Bl and 3rd St and La Cienega Bl between Jefferson Bl and Obama Bl are two other areas with high transit ridership (

Figure 23). Fieldwork observations confirmed that the bus stops with the greatest number of riders waiting to board were located along portions of La Cienega Bl, Venice Bl, Fairfax Ave, and Washington Bl near the Washington Bl/Fairfax Ave Transit Hub, where riders may have been transferring to and from high-ridership routes on adjacent streets. Once the future Metro D Line station at Wilshire and La Cienega opens, ridership at nearby bus stops will likely grow.

Bicycle and Pedestrian Facilities

Bicycle Facilities

Existing Class II bicycle facilities are provided on the corridor along Venice Bl and a portion of Jefferson Bl between Obama Bl and Duquesne Ave. There are proposed Class IV separated bicycle facilities on Venice Bl, and a portion of Jefferson Bl between Obama Bl and Sepulveda Bl. Additionally, the City of Los Angeles Mobility Plan includes a Tier I protected bicycle lane along Venice Bl and Obama Bl. According to City of Los Angeles Mobility Plan 2035, Tier I Protected bicycle lane requires the implementation of Class IV Bikeway (Protected Bike Lane). The proposed bicycle facilities would represent an upgrade from existing Class II facilities to future Class IV facilities for portions of Venice Bl and Jefferson Bl, and the addition of a new protected facility along Obama Bl.

The Mobility Plan also identifies Tier 2 and Tier 3 bicycle facilities along Jefferson Bl from the Culver City border to Obama Bl, along La Cienega Bl from National Bl to Fairfax Ave, and along Fairfax Ave from Washington Bl to Venice Bl. Tier 2 and Tier 3 facilities may be implemented as Class II striped bicycle lanes or shared bus/bike lanes.

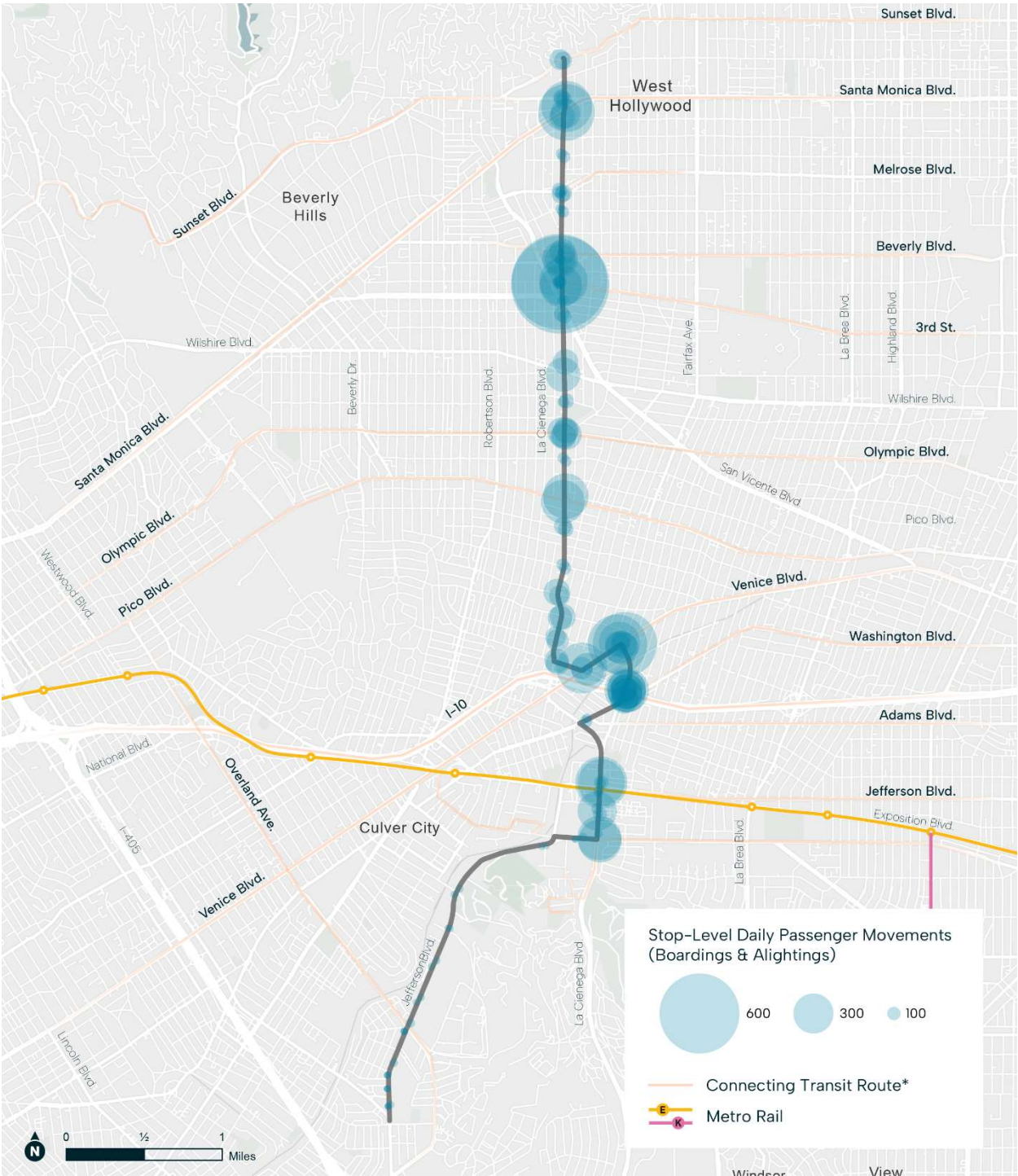
Furthermore, the Beverly Hills Complete Streets Plan recommends shared bus/bike lanes on transit priority corridors, including La Cienega Bl.

Pedestrian Facilities

Curb extensions reduce pedestrian crossing distances and improve visibility at intersections by extending the sidewalk into the parking lane. Curb extensions can also constrain available roadway width, reducing flexibility to reallocate curb or travel lanes for bus-only use. This corridor includes curb extensions on certain portions of La Cienega Bl and Jefferson Bl. There are curb extensions at the northern end of the intersection of La Cienega Bl and Melrose Ave and on both sides of the intersection of Jefferson Bl and Hetzler Rd. There are midblock curb extensions located along Jefferson Bl adjacent to the Culver City Waste Reduction building and 10119 Jefferson Bl.

Pedestrian safety islands, also referred to as pedestrian refuge islands, reduce exposure time for pedestrians while crossing intersections by constructing a raised median that can serve as a waiting area for pedestrians crossing the street. On the La Cienega Bl corridor there are pedestrian safety islands located on La Cienega Bl at the intersection with Fountain Ave and on Jefferson Bl at the intersection with Indian Wood Rd.

Figure 23. La Cienega Bl Corridor: Average Weekday Boardings and Alightings by Stop

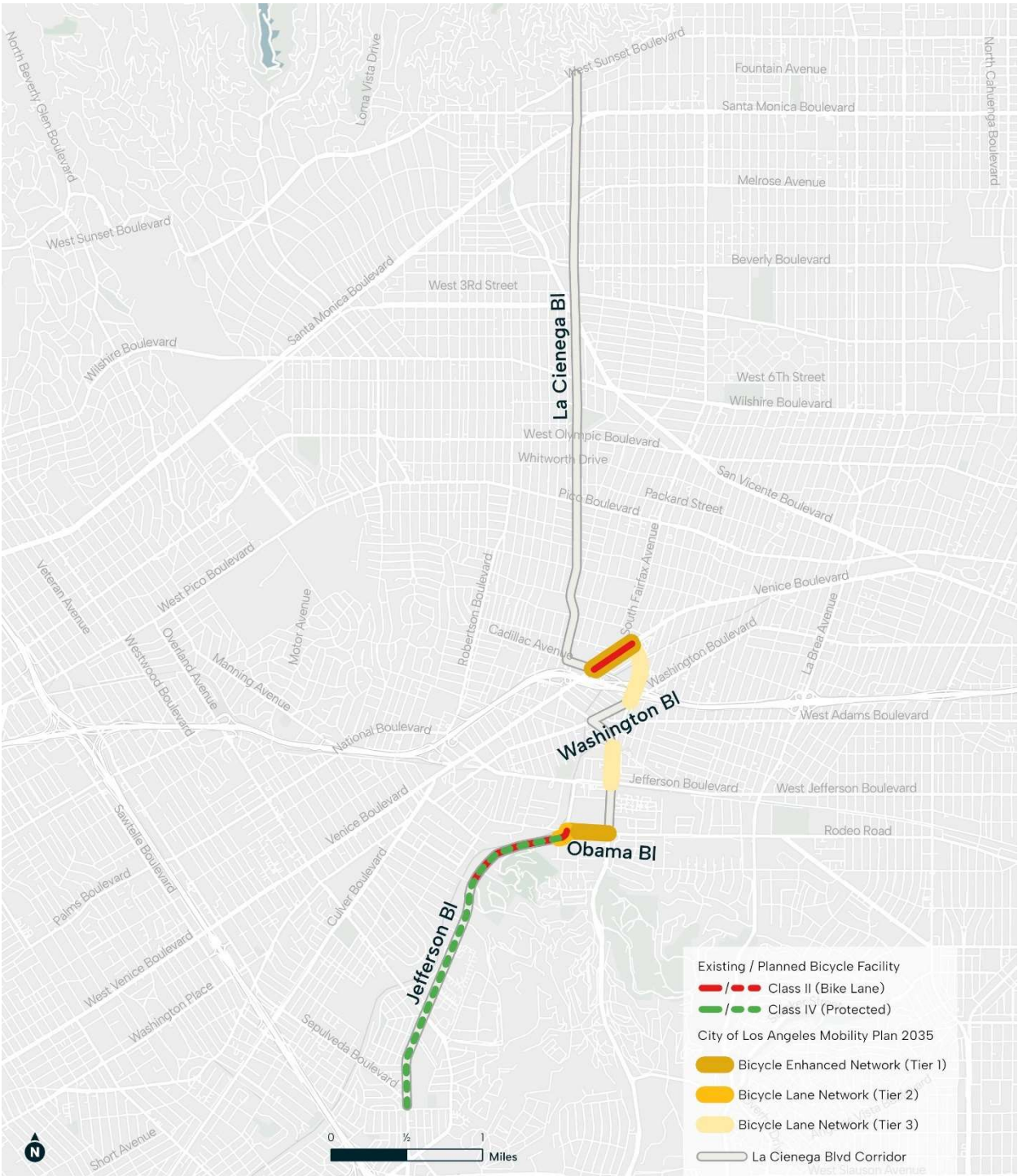


La Cienega Blvd. Corridor – Stop-Level Passenger Movements

*Connecting transit routes as shown do not reflect the full extent of each route.

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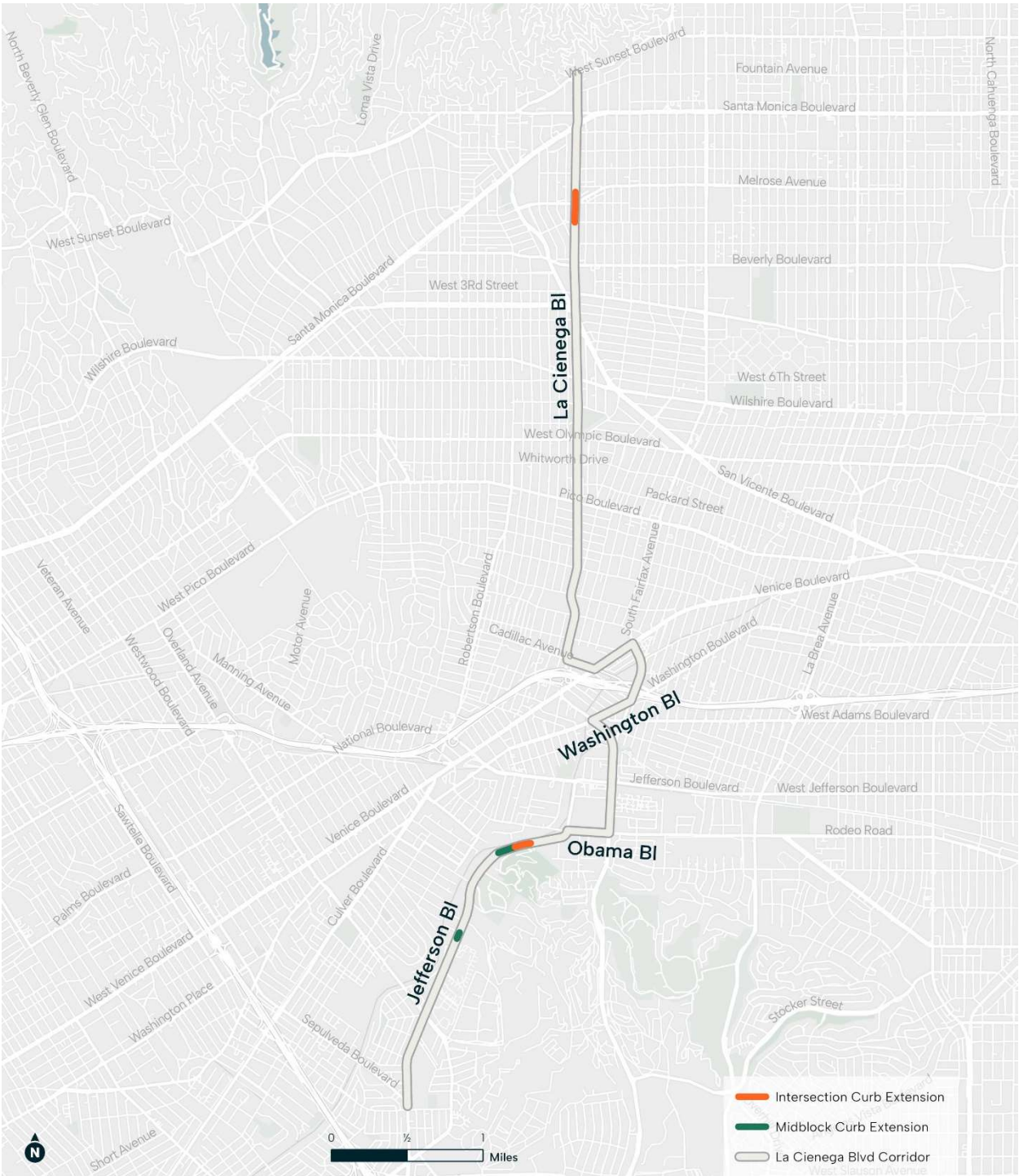
Figure 24. La Cienega BI Corridor: Existing and Planned Bicycle Facilities



La Cienega Blvd Corridor – Existing & Planned Bicycle Facilities

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Figure 25. La Cienega Bl Corridor: Curb Extension Locations



La Cienega Blvd Corridor – Curb Extension Locations

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On-street Parking and Curbside Uses

On-street Parking overview

The different types of on-street parking are shown in **Figure 26** and described below.

Metered Parking

Metered parking along the corridor consists of time-restricted curbside parking spaces available to drivers for a fee. Metered parking is present along:

- **La Cienega Bl** between Romaine St and Oakwood Ave, Clifton Wy and Olympic Bl, Washington Bl and Fairfax Ave
- **Washington Bl** between Fairfax Ave and La Cienega Bl
- **Jefferson Bl** between Hetzler Rd to Overland Ave

Time-Restricted Parking

Time-restricted parking along the corridor consists of parking spaces which can be used for a certain period of time at no cost to drivers. Time-restricted parking is present along:

- **La Cienega Bl** between Olympic Bl and Cadillac Ave
- **Cadillac Ave** between La Cienega Bl and Venice Bl
- **Jefferson Bl** between Holdrege Ave and Hetzler Rd

Residential Preferential Parking District

There are no residential preferential parking districts located along the La Cienega Bl Corridor.

Curbside Bus Stop Pockets

Curbside bus stop pockets allow buses to pull into a bus stop without blocking the flow of traffic in the through lane, and are typically located adjacent to intersections. There are no curbside bus stop pockets along La Cienega Bl corridor.

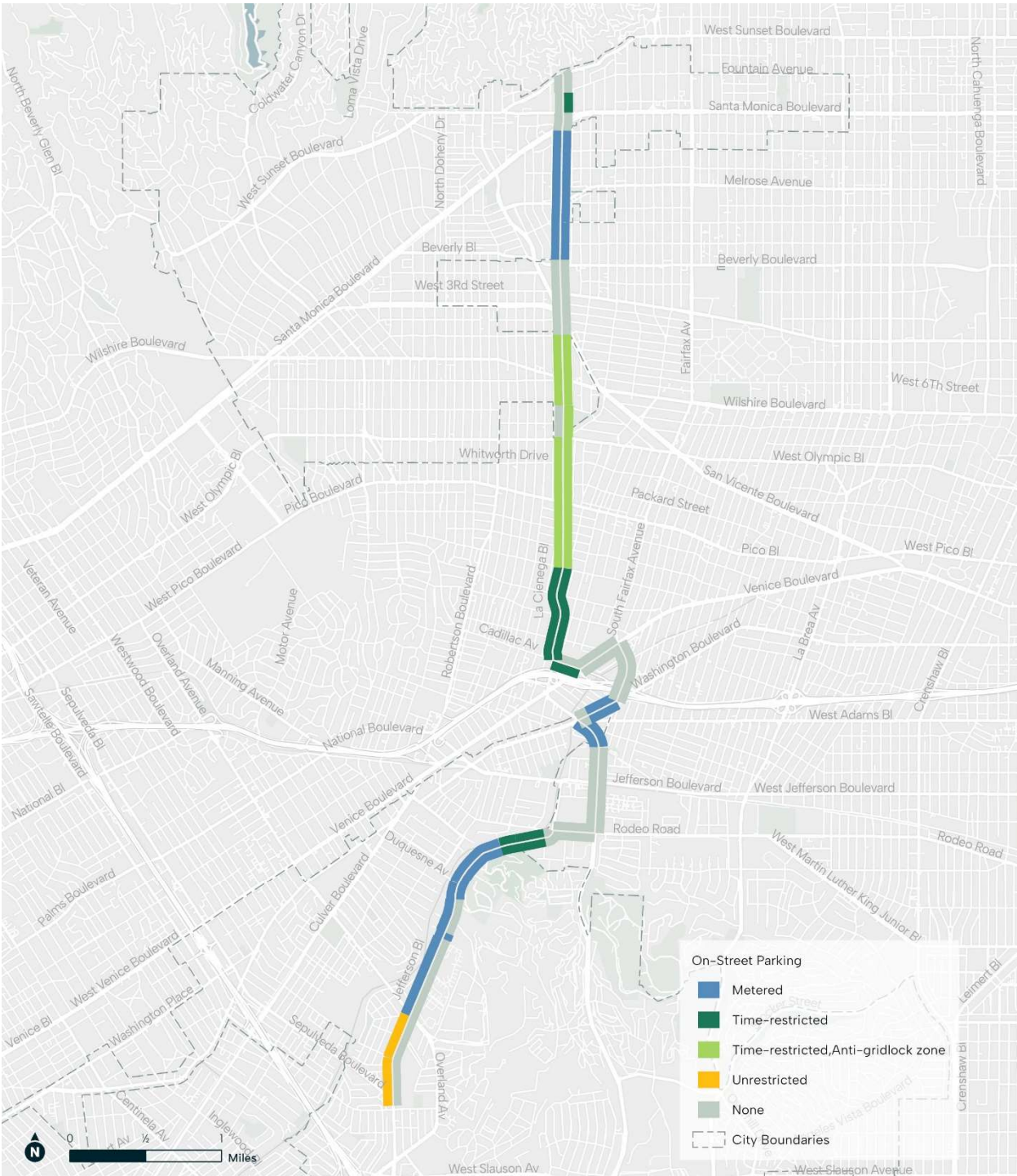
Loading Zones

There are commercial and passenger loading zones located along the northern section of La Cienega Bl between Romaine St and Melrose Alley, Rosewood Ave and Beverly Pl, Clifton Wy and Gregory Wy, and Olympic Bl and Pico Bl, and in the southern section between Cullen St and Ballona Creek. There is an unofficial loading zone used for a school on the southbound side of La Cienega Bl adjacent to Olympic Bl.

Neighborhood-Serving Retail and Active Ground-Floor Uses

Neighborhood-serving retail is located along most segments of La Cienega Bl north of Cadillac Ave and along the segment between Washington Bl and Obama Bl. Additional neighborhood-serving retail is present along shorter segments of Cadillac Ave, Venice Bl, Washington Bl, and Obama Bl. There is limited retail along Jefferson Bl between Obama Bl and Overland Ave, with more retail is present south of Overland Ave to the end of the corridor at Sepulveda Bl.

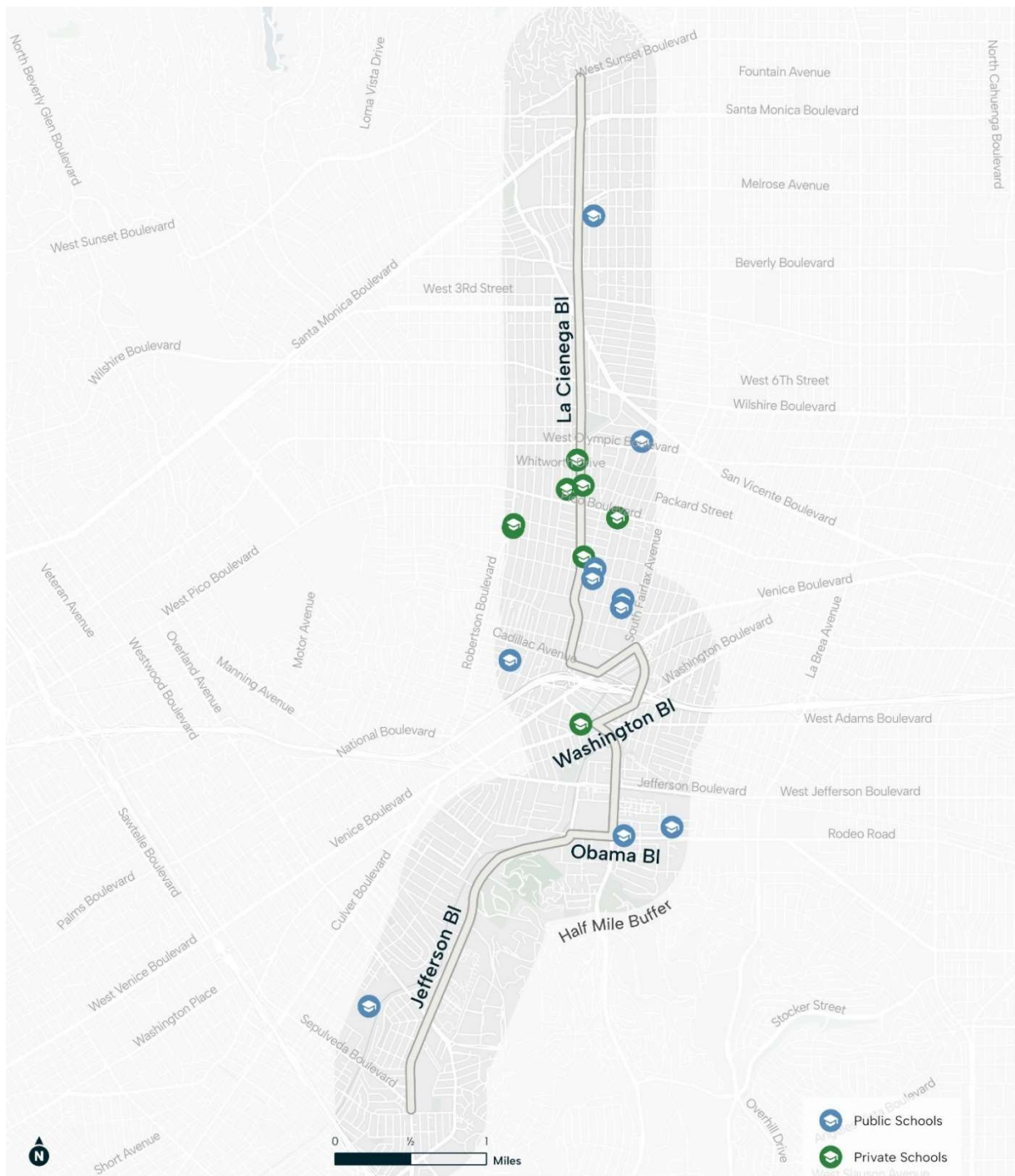
Figure 26. La Cienega Bl Corridor: On-Street Parking



La Cienega Blvd Corridor – On-Street Parking

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Figure 27. La Cienega Bl Corridor: School Locations within a Half-Mile Buffer



La Cienega Blvd Corridor – School Locations

Fehr & Peers

Note: Public schools include preschool, elementary, middle, and high school. Private schools include religious, special education, college preparation, Montessori, adult education, early intervention/child development centers, and homeschool.

On-street Parking Utilization Observations

In general, parking utilization rates were highest on La Cienega Bl north of Beverly Bl, south of Airdrome St near I-10, and along much of Jefferson Bl. Parking utilization was lower along the central portion of La Cienega Bl between Clifton Wy and Airdrome St. This may be influenced by the presence of an anti-gridlock zone where parking is prohibited during peak hours.

La Cienega Bl

Medium/High Occupancy: Between Cadillac Bl and Romaine St on both sides of the street, with high parking occupancy near Melrose Ave. There was also high parking occupancy in both sides of the street between Airdrome St and Cadillac Ave between Holloway Dr and Fountain Ave, and between Clifton Wy and Olympic Bl. For the segment between Clifton Wy and Olympic Bl, a Beverly Hills study conducted in September 2025 observed high weekday midday parking occupancy while Fehr & Peers' study observed low parking occupancy (

Figure 28) between Clifton Wy and Olympic Bl. Fehr & Peers used City's parking occupancy data in midday trade off analysis and findings.

Low Occupancy: Both sides of the street between Fairfax Ave and Washington Bl and between Olympic Bl and Airdrome St.

Cadillac Ave

There was medium parking occupancy during the midday period along Cadillac Ave.

Washington Bl

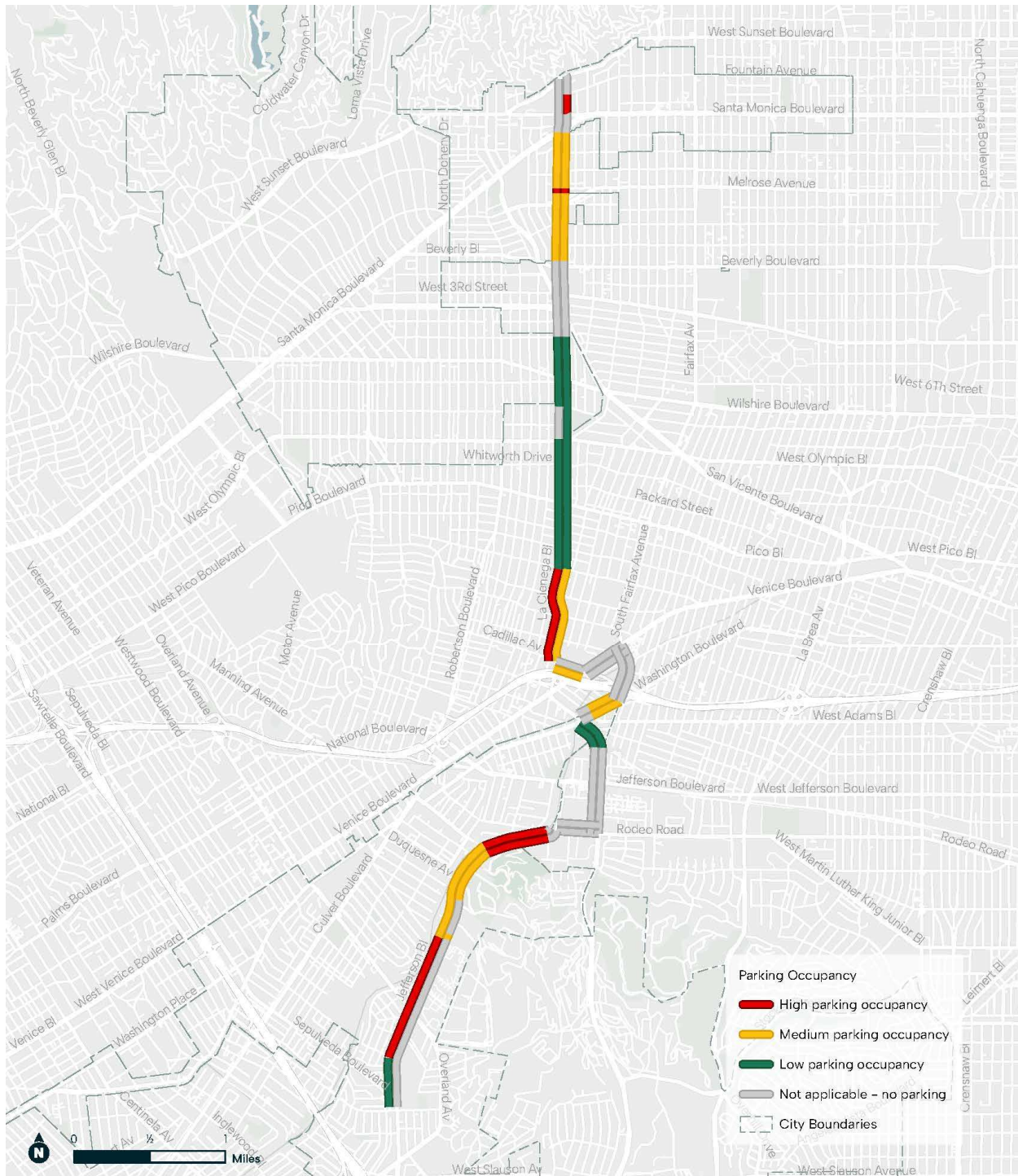
There was medium parking occupancy during the midday period along Washington Bl.

Jefferson Bl

Medium/High Occupancy: Both sides of the street between Obama Bl and Cota St, with especially high parking occupancy adjacent to the Baldwin Hills Scenic Overlook and Obama Bl.

Low Occupancy: Both sides of the street between Cota St and Sepulveda Bl.

Figure 28. La Cienega Bl Corridor: Midday On-street Parking Utilization



La Cienega Blvd Corridor – Midday Parking Occupancy

Fehr&Peers

Note: this map visualizes Fehr & Peers’s parking utilization observations. Analysis uses City of Beverly Hills’ parking occupancy data midday tradeoff analysis and findings.

Traffic Conditions

Field observations during a typical weekday identified notable congestion and high transit activity within the loop along Fairfax Ave/Venice Bl/La Cienega Bl during the PM peak period. PM peak congestion along Jefferson Bl resulted in recurring delays and queueing extending back toward Duquesne Ave, which may warrant targeted operational strategies to support bus movements—particularly for the right turn from Jefferson Bl to Obama Bl. Field observations also noted construction and temporary lane closures along La Cienega Bl adjacent to intersections with Wilshire Bl and National Bl, and along Sunset Bl which impacted the northern section portion of La Cienega Bl.

Intersection Operations Review

This section summarizes preliminary findings from the intersection operations analysis. Only major intersections (two arterials) with significant constraints or unique circumstances are summarized below. The results described are based on the worst of either the AM or PM peak period.

Table 8. La Cienega Bl Corridor Intersection Operations Review

Intersection	Southbound Approach	Northbound Approach	Other Variables
La Cienega Bl / Santa Monica Bl	Significant southbound right-turning volume. Right turn lane V/C exceeds storage.	Shared through-right configuration with low NBR volume.	Protected lefts all directions.
La Cienega Bl / Melrose Ave	Curb extension precludes a separate southbound right pocket.	Northbound right-turn overlap. Existing bus stop is near-side in turn pocket. Farside curb extension precludes stop relocation; queue jump likely required.	–
La Cienega Bl / Beverly Bl	–	Northbound right-turn overlap.	–
La Cienega Bl / San Vicente Bl	Southbound right “slip lane.”	Northbound right “slip lane.” Northbound protected left with EBR overlap.	Intersection has bus stops on both sides in both directions, presumably due to intersection size. Complex operations and phasing.
La Cienega Bl / Wilshire Bl	–	–	Future D Line station soon to open, may increase pedestrian activity.

Intersection	Southbound Approach	Northbound Approach	Other Variables
La Cienega Bl / Gregory Wy	-	-	Analysis used available 2018 count which may have higher-than-expected side street demand. Poor delay result is from east/west approach delay. Bus lanes on La Cienega Bl would not affect the actual outcome.
La Cienega Bl / Cadillac Ave	Southbound buses turn left from La Cienega to Cadillac. SBL phase is protected/permited.	Northbound buses turn right from Cadillac to La Cienega. WBR overlap.	Split phasing. Updated counts may be desired at this location to properly evaluate priority approach lane and phasing configuration.
Venice Bl / Cadillac Ave	Southbound buses turn left from Cadillac Ave to Venice Bl. Split phase	Northbound buses turn right from Venice Bl to Cadillac Ave.	Split phasing. Updated counts may be desired at this location to properly evaluate priority approach lane and phasing configuration
Venice Bl / Fairfax Ave	Southbound buses turn right from Venice Bl to Fairfax Ave.	Northbound buses turn left from Fairfax Ave to Venice Bl. NBL protected left. NBR is not striped as bus passive queue jump but functions as one. Note that Metro 217 also operates this segment but continues straight on Fairfax Ave. This line has bus stops on both nearside and farside.	Poor existing LOS due to EBL, WBL, WBT, NBL and NBT at or over capacity. Single lane protected left turns for EBL, WBL and NBL.
Fairfax Ave / I-10 / Electric Dr	SBR overlap phase to on-ramp. Volumes are moderate but generally should not exceed the turn pocket.	NB protected left.	East/west split phasing for ramp operations.

Intersection	Southbound Approach	Northbound Approach	Other Variables
La Cienega Bl / Fairfax Ave	Southbound buses currently follow Fairfax Ave to La Cienega Bl.	Northbound buses currently turn off La Cienega Bl to Fairfax Ave.	Additional simulation analysis may be required for further design input. Substantial traffic queues and congestion observed in peak hours, which is not reflected in Synchro-only analysis. The traffic operations at this intersection are heavily influenced by signal progression between Jefferson Bl and Washington Bl.
La Cienega Bl / Jefferson Bl	SBR volume moderate but should not generally exceed storage length. SBR overlap phase with EBL.	NBR volume heavy peak demand and may be starved by NBT queue. Conversion of through lane to bus lane would likely improve NBR flow.	Additional simulation analysis may be required for further design input. Substantial traffic queues and congestion observed in peak hours, which is not reflected in Synchro-only analysis. The traffic operations at this intersection are heavily influenced by signal progression between Jefferson Bl and Washington Bl. Long cycle length and all protected lefts heavily affects flow and influences upstream and downstream operations.
La Cienega Bl / Obama Bl	Southbound buses turn either left or right at Obama. No SBT priority required. SBR has slip lane onto Obama Bl, cannot be designated bus-only. SBL two-lanes protected phase with WBR overlap. Due to transit operations turning to Obama Bl, southbound bus lane expected to terminate at slip lane SBR.	NBL protected phase with EBR overlap. Buses enter corridor NB at Obama Bl. Bus lane start would affect NBT approach at Obama Bl (curb lane would become NBR pocket).	-

Intersection	Southbound Approach	Northbound Approach	Other Variables
Jefferson BI / Obama BI	Buses turn left from Obama BI to Jefferson BI.	Buses turn right from Jefferson BI to Obama BI. NBR slip lane crosses over Jefferson BI bike lane. NBR PM peak demand is heavy.	Poor LOS is a result of WBT delay which would not be affected by transit priority.
Jefferson BI / Duquesne Ave	SBL protected phase.	NBL protected phase.	East/west split phasing. Updated counts may be desired at this location to properly evaluate priority approach lane and phasing configuration
Jefferson BI / Overland Ave	SBR pocket has a slip lane. Pocket extends back to upstream intersection.	NBR has a short slip lane	Protected left turns in all directions. Poor LOS is a result of east/west delay.
Jefferson BI / Cota St	SBL protected phase.	NBL protected phase.	Heavy volumes in and out of shopping plaza driveway. East/west split phasing.
Jefferson BI / Machado Rd	SBR overlap phase. Heavy SBR demand towards Sepulveda BI NB. Asymmetrical geometry affects lane alignment for southbound approach.	-	All turn phases protected-permissive with EBR overlap. Heavy traffic demand in and out of shopping plaza driveway.
Jefferson BI / Sepulveda BI	SB approach triple-left (through merge) to Sepulveda BI. Negligible volumes turning right.	NB approach diverges third lane shared with through movement to Sepulveda BI or right to Jefferson BI. One dedicated through to Jefferson BI.	Additional simulation analysis may be required for further design input. Intersection operations between Overland Ave and Sawtelle BI are influenced by queues and signal progression.

Sepulveda Bl Corridor

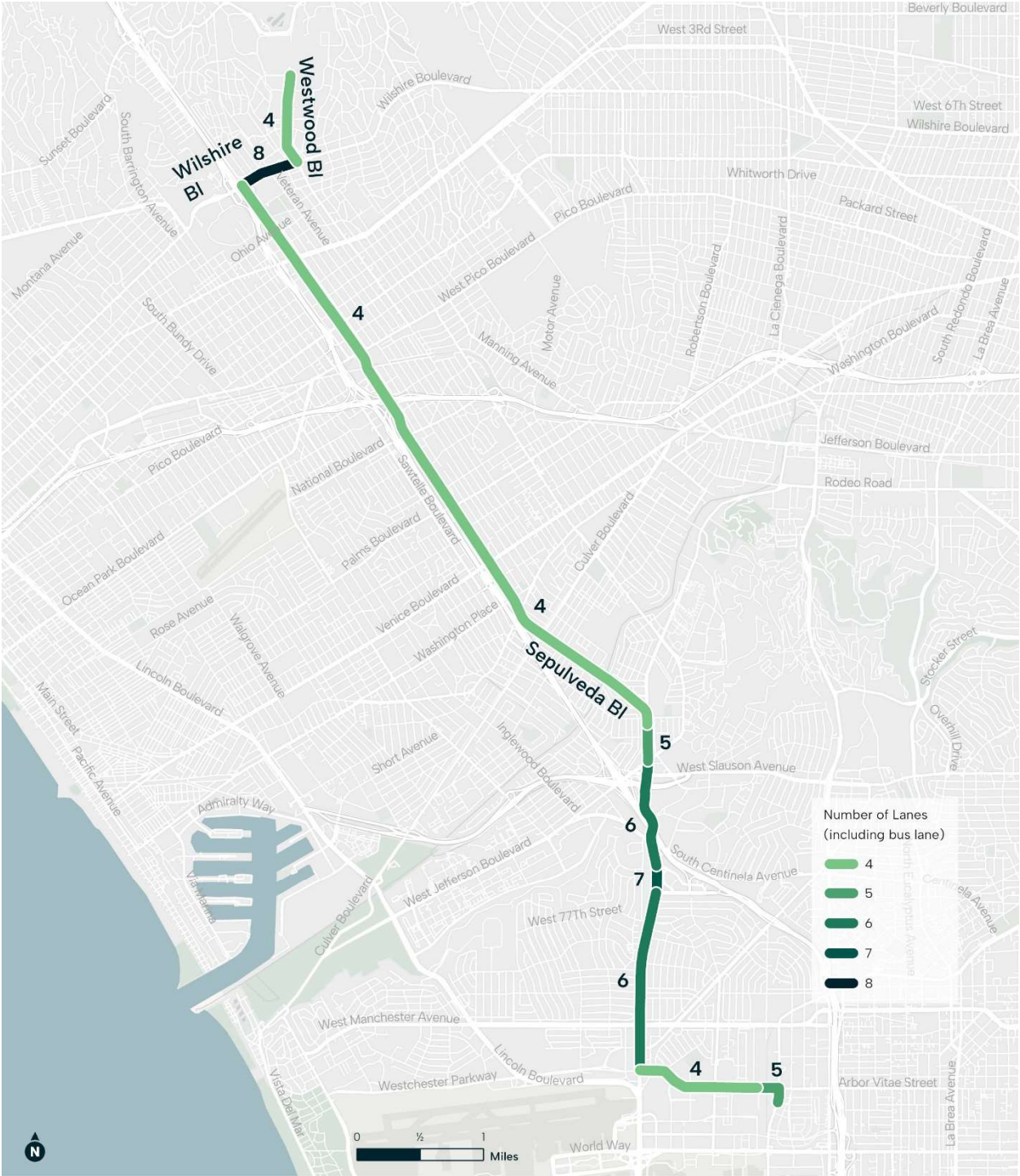
Street Classification

The Sepulveda Bl corridor includes portions of Westwood Bl, Wilshire Bl, Sepulveda Bl, Westchester Pkwy, Arbor Vitae St, and Aviation Bl. The roadway characteristics of this corridor are described and shown in Table 9, Figure 29, and Figure 30. A majority of the corridor is made up of Sepulveda Bl which varies in total ROW, through lanes, and posted speed limits. The segments north and south of Sepulveda Bl's intersection with Jefferson Bl are quite distinct from one another. The other streets make up smaller segments of the corridor and have more consistent roadway characteristics.

Table 9: Sepulveda Bl Corridor Characteristics

Street	Classification Type	Total ROW (ft)	Through Lanes	Posted Speed Limits (MPH)
Westwood Bl	Arterial	78	3 to 6; mostly 4 to 6	30 to 35; mostly 35
Wilshire Bl	Arterial	118 to 122	8	25
Sepulveda Bl	Arterial	70 to 136	4 north of Jefferson Bl; 5–7 south	35 to 40; mostly 35
Westchester Pkwy	Arterial	82 to 100	4	30 to 40
Arbor Vitae St	Arterial	98 to 110	4 to 5	35
Aviation Bl	Arterial	128	5	35

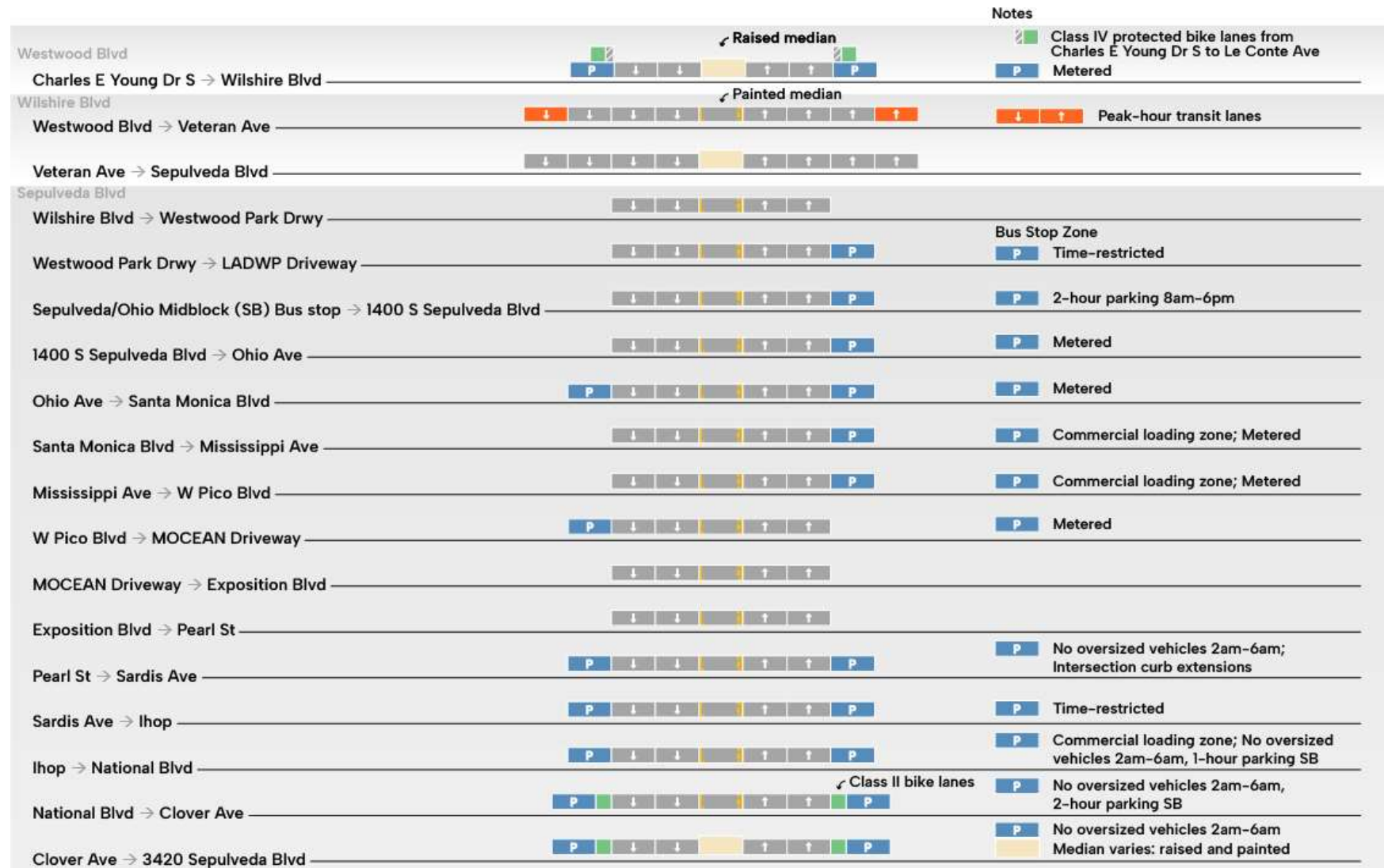
Figure 29. Sepulveda BI Corridor Number of Through Lanes



Sepulveda Blvd Corridor – Number of Through Lanes

Fehr&Peers

Figure 30. Sepulveda BI Corridor: Sample Cross-Sections by Segment





The team conducted a field audit of infrastructure present near bus stops, which is summarized in Table 10. This information informs the level of effort required to install bus pads or stop amenities that would help speed bus board and, thus, performance.

Table 10: Sepulveda BI Bus Stop Amenity Conditions

Stop Location	Side	Bus Pad Condition	Shelter/Canopy Condition	Sidewalk Width
Southbound				
UCLA Gateway Plaza	Nearside	N/A	N/A	10'
Westwood Medical Plaza	Nearside	Fair	N/A	6'
Westwood BI / Weyburn Ave	Farside	Good	N/A	5'
Westwood BI / Kinross Ave	Nearside	Poor	N/A	5'
Wilshire BI / Veteran Ave	Nearside	Good	N/A	8'-6"
Sepulveda BI / Salvation Army	Farside	Poor	N/A	8'
Sepulveda BI / Ohio Ave	Farside	Good	Good	5'-6"
Sepulveda BI / Santa Monica BI	Farside	Good	Good	6'
Sepulveda BI / La Grange Ave	Farside	Good	Good	9'
Sepulveda BI / Exposition BI	Nearside	Good	Fair	10'
Sepulveda BI / Richland Ave	Nearside	N/A	N/A	9'
Sepulveda BI / Sardis Ave	Nearside	Good	N/A	14'-6"
Sepulveda BI / National BI	Farside	Narrow	Fair	7'
Sepulveda BI / Sepulveda Ct	Nearside	Fair	N/A	N/A
Sepulveda BI / Palms BI	Nearside	Fair	Fair	4'
Sepulveda BI / Charnock Rd	Farside	Poor	N/A	12'-6"
Sepulveda BI / Venice BI	Farside	Poor	Good	5'
Sepulveda BI / Washington Pl	Farside	Good	N/A	6'
Sepulveda BI / Washington BI	Farside	Good	Good	6'
Sepulveda BI / Culver BI	Nearside	Good	N/A	10'
Sepulveda BI / Braddock Dr	Farside	Fair	N/A	7'
Sepulveda BI / Lucerne Ave	Nearside	Good	N/A	12'-6"
Sepulveda BI / Studio Village	Farside	Good	N/A	7'
Sepulveda BI / Janisann Ave	Nearside	Good	Good	10'-6"
Sepulveda BI / Sawtelle BI	Farside	Good	Good	7'
Sepulveda BI / Berryman Ave	Farside	Good	N/A	N/A
Sepulveda BI / Slauson Ave	Nearside	N/A	N/A	7'
Sepulveda BI / Centinela Ave	Farside	Poor	N/A	7'
Center Dr / Park Terrace Dr	Nearside	N/A	Good	7'
Howard Hughes Pkwy / Park Terrace Dr	Nearside	Good	Good	7'-6"

Stop Location	Side	Bus Pad Condition	Shelter/Canopy Condition	Sidewalk Width
Sepulveda BI / 77th St	Farside	Poor	N/A	6'
Sepulveda BI / 80th St	Farside	Good	Poor	9'-6"
Sepulveda BI / 83th St	Farside	Poor	N/A	7'-6"
Sepulveda BI / Manchester BI	Farside	Good	Poor	7'-6"
Sepulveda BI / La Tijera BI	Farside	Good	Fair	7'-6"
Westchester Pkwy / Sepulveda BI	Farside	Good	N/A	6'-5"
Westchester Pkwy / Jenny Ave	Nearside	N/A	N/A	N/A
Arbor Vitae St / Bellanca Ave	Nearside	Good	Good	8'-6"
LAX City Bus Center	Nearside	Good	Good	N/A
Northbound				
LAX City Bus Center	Nearside	Good	Good	50'
Arbor Vitae St / Bellanca Ave	Farside	Good	N/A	7'
Westchester Pkwy / Airport BI	Farside	N/A	N/A	8.5'
Sepulveda BI / Westchester Pkwy	Nearside	N/A	Good	7'
Sepulveda BI / La Tijera BI	Farside	Fair	Good	15'
Sepulveda BI / Manchester BI	Farside	N/A	Good	10'
Sepulveda BI / 83rd St	Farside	Good	N/A	9'
Sepulveda BI / 79th St	Farside	Poor (non-standard pad)	N/A	7'
Sepulveda BI / 76th St	Nearside	Good	N/A	12'
Howard Hughes Pkwy / Park Terrace Dr	Nearside	Good	Good	7.5', 9' shelter pad
Center Dr / Park Terrace Dr	Nearside	N/A	N/A	10'
Sepulveda BI / Centinela Ave	Nearside	Good	Good	10', 6' sidewalk
Culver City Transit Center	Nearside	Good	Good	12'
Sepulveda BI / Playa St	Nearside	N/A	Good	8'
Sepulveda BI / Vera Wy	Farside	Good	Good	8'
Sepulveda BI / Sawtelle BI	Nearside	Good	Good	6'
Sepulveda BI / Machado Rd	Nearside	Fair	N/A	8'
Sepulveda BI / Marina Care Ctr	Nearside	Good	Good	10'
Sepulveda BI / Lucerne Ave	Nearside	Poor	N/A	14'
Sepulveda BI / Braddock Dr	Nearside	Fair	Good	12'
Sepulveda BI / Culver BI	Farside	Good	Good	12'
Sepulveda BI / Washington BI	Farside	Poor	Good	9'

Stop Location	Side	Bus Pad Condition	Shelter/Canopy Condition	Sidewalk Width
Sepulveda BI / Washington Pl	Nearside	N/A	N/A	12'
Sepulveda BI / Venice BI	Nearside	Good	Fair	12'
Sepulveda BI / Charnock Rd	Farside	Poor (non-standard pad)	N/A	13'
Sepulveda BI / Palms BI	Farside	Poor (non-standard pad)	N/A	13'
Sepulveda BI / Queensland St	Nearside	Fair (non-standard pad)	N/A	13', 5' sidewalk
Sepulveda BI / National BI	Nearside	N/A	N/A	10', 4' sidewalk
Sepulveda BI / Sardis Ave	Farside	N/A	N/A	8', 4' sidewalk
Sepulveda BI / Richland Ave	Farside	N/A	N/A	14', 5' sidewalk
Sepulveda BI / Exposition BI	Farside	N/A	N/A	10'
Sepulveda BI / Pico BI	Farside	N/A	N/A	7'
Sepulveda BI / Olympic BI	Farside	Poor (non-standard pad)	N/A	10'
Sepulveda BI / La Grange Ave	Farside	Poor (non-standard pad)	N/A	7'
Sepulveda BI / Santa Monica BI	Farside	Good	Good	13'
Sepulveda BI / Ohio Ave	Nearside	Good	Good	15'
Sepulveda BI / Westwood Cmnty	Nearside	N/A	N/A	7'
Veteran Ave /Wilshire BI	Nearside	Good	Good	7' sidewalk, 12.5' shelter pad
Kinross Ave / Veteran Ave	Nearside	Good	Good	8'
Westwood BI / Kinross Ave	Farside	Good	N/A	12'
Westwood BI / Weyburn Ave	Nearside	Fair (non-standard pad)	N/A	12'
Westwood Plaza	Farside	Good	N/A	12'

Transit Operation Analysis

Sepulveda BI Corridor is primarily served by Culver CityBus Line 6/Rapid 6, while various other bus routes also serve this corridor. Table 11 and

Figure 31 summarize major bus services overlap with this corridor. There are existing all day bus lanes on Wilshire BI and in the southbound direction on Aviation BI.

Table 11. Existing Transit Service along Sepulveda BI Corridor

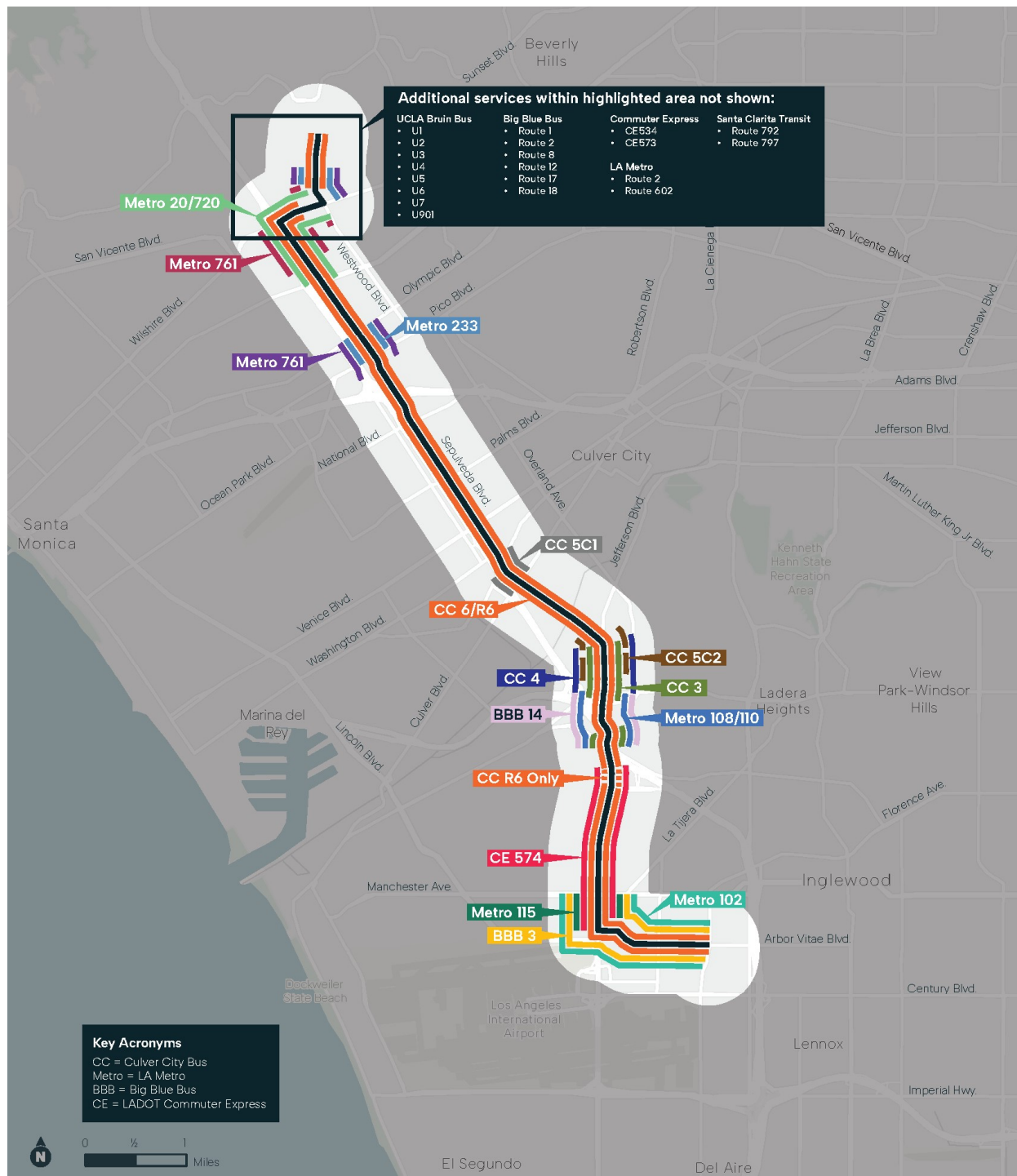
Operator	Line	Minimum Headway (Minutes)	Maximum Headway (Minutes)	Corridor Extent Overlap
LA Metro	102	53	73	Sepulveda BI between Manchester Ave and Westchester Pkwy Westchester Pkwy between Sepulveda BI and Arbor Vitae St Arbor Vitae St between Westchester Pkwy and Aviation BI Aviation BI between Arbor Vitae St and 94 th St
LA Metro	108	9	70	Sepulveda BI between Slauson Ave and S Centinela Ave
LA Metro	110	15	60	Sepulveda BI between Slauson Ave and S Centinela Ave
LA Metro	111	11	48	Arbor Vitae St between Portal Ave and Aviation BI Aviation BI between Arbor Vitae St and 94 th St
LA Metro	115	12	50	Sepulveda BI between Manchester Ave and La Tijera BI
LA Metro	117	14	57	Arbor Vitae St between Westchester Pkwy and Aviation BI Aviation BI between Arbor Vitae St and 94 th St
LA Metro	2	8	60	Westwood BI between Le Conte Ave and Weyburn Ave
LA Metro	20	10	29	Wilshire BI between Westwood BI and Sepulveda BI Sepulveda BI between Wilshire BI and Santa Monica BI
LA Metro	233	11	60	Westwood BI between Le Conte Ave and Wilshire BI Sepulveda BI between Olympic BI and Exposition BI
LA Metro	4	7	27	Sepulveda BI between Santa Monica BI and Nebraska Ave

Operator	Line	Minimum Headway (Minutes)	Maximum Headway (Minutes)	Corridor Extent Overlap
LA Metro	40	12	62	Arbor Vitae St between Westchester Pkwy and Aviation Bl Aviation Bl between Arbor Vitae St and 94 th St
LA Metro	602	12	60	Westwood Bl between Le Conte Ave and Wilshire Bl Wilshire Bl between Westwood Bl and Veteran Ave
LA Metro	720	5	16	Wilshire Bl between Westwood Bl and Sepulveda Bl Sepulveda Bl between Wilshire Bl and Santa Monica Bl
LA Metro	761	15	30	Westwood Bl between Le Conte Ave and Wilshire Bl Sepulveda Bl between Olympic Bl and Exposition Bl
LADOT	431 Commuter Express	25	55	Wilshire Bl between Westwood Bl and Midvale Ave Sepulveda Bl between Olympic Bl and Exposition Bl
LADOT	431B Commuter Express	615	Limited Trips Outside Peak Hours	Wilshire Bl between Westwood Bl and Midvale Ave Sepulveda Bl between Olympic Bl and Exposition Bl
LADOT	534 Commuter Express	26	Limited Trips Outside Peak Hours	Wilshire Bl between Westwood Bl and Veteran Ave
LADOT	573 Commuter Express	19	Limited Trips Outside Peak Hours	Westwood Bl between Le Conte Ave and Wilshire Bl
LADOT	574 Commuter Express	27	Limited Trips Outside Peak Hours	Sepulveda Bl between Center Dr and Westchester Pkwy
Santa Clarita Transit	792	22	Limited Trips Outside Peak Hours	Westwood Bl between Le Conte Ave and Wilshire Bl
Santa Clarita Transit	797	15	Limited Trips Outside Peak Hours	Westwood Bl between Le Conte Ave and Wilshire Bl

Operator	Line	Minimum Headway (Minutes)	Maximum Headway (Minutes)	Corridor Extent Overlap
UCLA BruinBus	U1	10	15	Westwood BI between Charles E Young Dr and Weyburn Ave
UCLA BruinBus	U2	10	15	Westwood BI between Charles E Young Dr and Wilshire BI
UCLA BruinBus	U3	27	27	Westwood BI between Strathmore Dr and Kinross Ave
UCLA BruinBus	U4	30	70	Westwood BI between Charles E Young Dr and Wilshire BI
UCLA BruinBus	U4	38	57	Westwood BI between Charles E Young Dr and Wilshire BI
UCLA BruinBus	U5	14	14	Westwood BI between Charles E Young Dr and Le Conte Ave and Kinross Ave and Wilshire BI Wilshire BI between Westwood BI and Midvale Ave
UCLA BruinBus	U6	80	80	Wilshire BI between Midvale Ave and Sepulveda BI
UCLA BruinBus	U7	33	33	Westwood BI between Le Conte Ave and Kinross Ave
UCLA BruinBus	U901	14	15	Westwood BI between Strathmore Dr and Wilshire BI Wilshire BI between Westwood BI and Midvale Ave
Big Blue Bus	1	10	20	Westwood BI between Charles E Young Dr and Wilshire BI
Big Blue Bus	14	14	30	Sepulveda BI between Slauson Ave and Centinela Ave
Big Blue Bus	17	15	30	Westwood BI between Charles E Young Dr and Wayburn Ave Wilshire BI between Veteran Ave and Sepulveda BI Sepulveda BI between Pico BI and Exposition BI
Big Blue Bus	18	4	30	Wilshire BI between Veteran Ave and Sepulveda BI
Big Blue Bus	2	20	30	Westwood BI between Charles E Young Dr and Wilshire BI Wilshire BI between Westwood BI and Sepulveda BI

Operator	Line	Minimum Headway (Minutes)	Maximum Headway (Minutes)	Corridor Extent Overlap
Big Blue Bus	3	9	20	Sepulveda BI between Manchester Ave and Westchester Pkwy Westchester Pkwy between Sepulveda BI and Arbor Vitae St Arbor Vitae St between Westchester Pkwy and Aviation BI Aviation BI between Arbor Vitae St and 94 th St
Big Blue Bus	8	26	37	Westwood BI between Charles E Young Dr and Wilshire BI
Big Blue Bus	R12	11	31	Westwood BI between Strathmore Dr and Wilshire BI
Culver CityBus	3	19	38	Sepulveda BI between Jefferson BI and Culver City Transit Center and Green Valley Cir and Centinela Ave
Culver CityBus	4	41	60	Sepulveda BI between Jefferson BI and Culver City Transit Center
Culver CityBus	5C1	30	57	Sepulveda BI between Washington BI and Culver BI
Culver CityBus	5C2	70	<i>Limited Trips Outside Peak Hours</i>	Sepulveda BI between Jefferson BI and Sawtelle BI and Berryman Ave and Playa St
Culver CityBus	6	10	30	Entire corridor except Westwood BI between Kinross Ave and Wilshire BI and Wilshire BI between Westwood BI and Veteran Ave
Culver CityBus	Rapid 6	14	14	Entire corridor except Westwood BI between Kinross Ave and Wilshire BI and Wilshire BI between Westwood BI and Veteran Ave
Gardena Transit	Line 5	29	30	Aviation BI between Arbor Vitae St and 94 th St

Figure 31. Sepulveda BI Corridor: Existing Transit Service



Sepulveda Blvd. Corridor - Existing Transit Service

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Transit Speed and Reliability

Summary	Actual Transit Speeds average 17MPH in the peak period in both directions and 18–19MPH during midday periods. Southbound speeds are slightly better than northbound. Areas of significant slow operation are near UCLA, approaching Pico Bl and Venice Bl, near Fox Hills and LAX.
	Transit Speed Differential averaged across the corridor is less substantial compared with the La Cienega Bl Corridor, with average off-peak speeds around 20MPH in the early morning. In the evening period, transit speed is slightly higher than PM peak (average 19MPH in the evening period and 17MPH in the PM peak period), suggesting the corridor is more affected by congestion later in the day than others.
	Transit Speed Reliability indicates areas near UCLA, I-10, Fox Hills, and the airport have high variability in speeds.

Based on the ReliabilityIndex results, primary bus routes operating on this segment (Culver City 6 and Rapid 6) average 16MPH or better in either direction throughout the day. However, there are several key areas of significantly slow operations at nearly all times throughout the corridor: the UCLA area from campus south to the beginning of Sepulveda Bl, around Pico Bl, Venice Bl, and Washington Bl, near the Fox Hills and malls area, and finally near LAX. Throughout these “slow zones” transit speeds tend to be below 10MPH, with some directional differences where southbound speeds are worse in the PM peak hours, and northbound speeds are worse in the AM peak hours.

There are several stretches where the speed differential between peak and off-peak is significant, such as segments between National Bl and Venice Bl in both directions and between W 78th St and Manchester Ave the northbound direction.

One important point of context for this corridor is that the segment south of Howard Hughes Pkwy to Westchester Pkwy may include numerous airport-bound bus services that are not explicitly included in this effort, including LAX Flyaway service, Santa Barbara Airbus, and more. While their data are not necessarily reflected in the transit speed analysis, all of these airport transportation alternatives could benefit from a bus lane and significantly increase the number of buses per hour in the corridor beyond the already-frequent service Culver City and Big Blue Bus (Line 3) offer.

TRANSIT ROUTING AND OPERATIONS

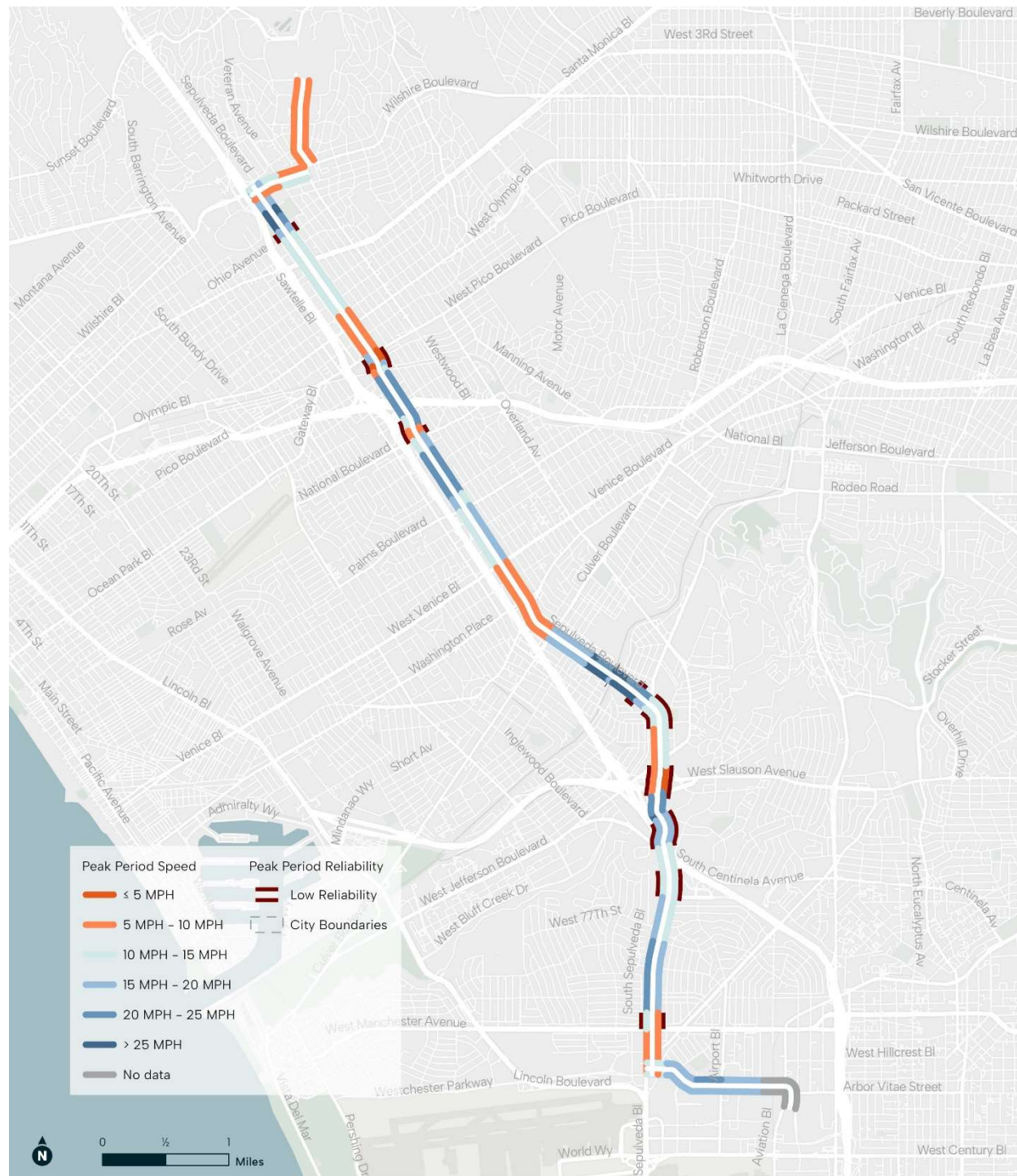
Each corridor features some segments where bus route turns or other factors introduce specific issues that a bus lane alone may not solve. This list *includes* off-ramped segments to identify areas where traffic signal or transit operations modifications may be needed.

- **Southbound from UCLA Strathmore to Westwood:** multiple bus routes across several providers serve this UCLA terminal and the high level of transit service itself can affect delays as buses may need to wait for others to exit a stop. Some of these operational issues on Westwood Bl could be resolved with a bus lane by opening up more curb space for several buses to serve stops simultaneously; others are a trade-off of having most bus service concentrated in a high-demand area or would require other creative solutions. Generally, delay in Westwood is a reasonable trade-off for having some of the highest-quality access to

transit in the entire region and agencies are encouraged to avoid too much disruption to service on this corridor to avoid interagency congestion for a relatively short portion.

- **Westwood Bl to Sepulveda Bl:** Culver CityBus Line 6 and Rapid 6 in the southbound direction turn right onto Wilshire Boulevard and then left to Sepulveda Boulevard. In the northbound direction, buses turn right from Sepulveda Bl to Wilshire Bl and then left onto Westwood Bl. There are many bus routes in this segment, including Big Blue Bus and Metro service continuing west. The planned D Line subway station opening in 2028 will add emphasis as a new rapid transit connection point. Many Metro bus routes that terminate in Westwood layover around the Federal Building and may park curbside on Sepulveda Bl facing north (towards Wilshire Bl).
- **Sepulveda Bl to Culver City Transit Center:** Line 6 turns into and out of the Culver City Transit Center at Slauson Avenue. Rapid 6 currently remains on Sepulveda Boulevard. This segment is off-ramped from this project because the City of Culver City is pursuing a concurrent project.
- **Sepulveda Bl to Center Drive, Howard Hughes Center:** Line 6 turns off Sepulveda Bl to serve Center Drive and Park Terrace (the Howard Hughes Center and nearby developments). The Rapid 6 continues straight on Sepulveda Bl in both directions.
- **Sepulveda Bl to Westchester Pkwy:** Multiple bus routes turn left from Sepulveda Bl to Westchester Pkwy to reach the Metro/LAX Transit Center at Aviation Bl. between La Tijera Bl and Westchester Pkwy, all routes would need to transition from the curb to the left turn lane.

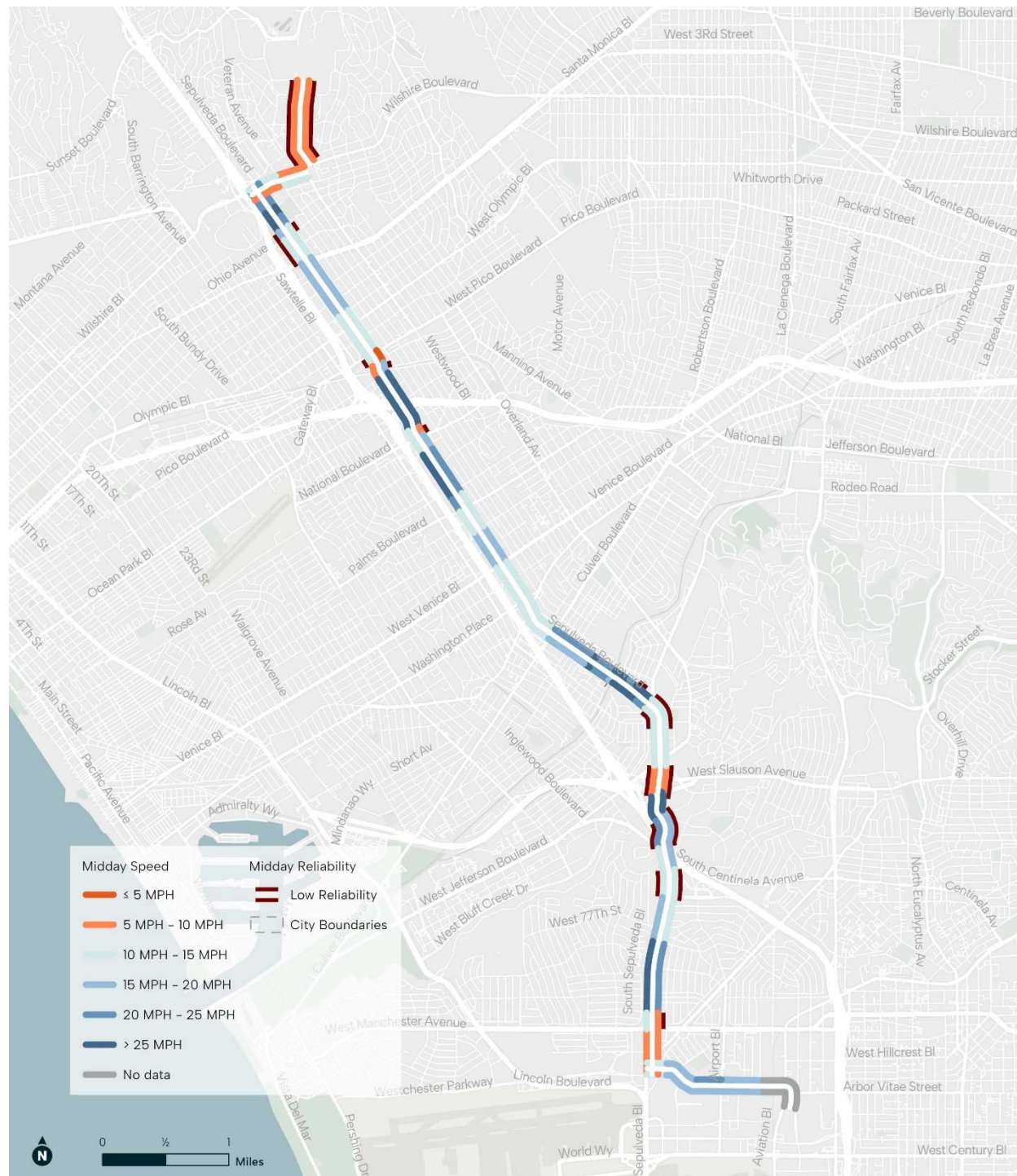
Figure 32. Sepulveda BI Corridor: Worse Peak Period Transit Speed



Sepulveda Blvd Corridor – Peak Period Transit Speed and Reliability

Fehr & Peers

Figure 33. Sepulveda BI Corridor: Midday Transit Speed



Sepulveda Blvd Corridor – Midday Transit Speed and Reliability

Fehr & Peers

Transit Stop Activity

Ridership per bus stop and per agency along the corridor varies from 0 to 1,170 daily passenger movements. Based on May 2024 ridership data, average weekday boardings and alightings tends to be highest at stops along Westwood Bl. Ridership along this corridor was approximately a combined 8,700 daily passenger movements per day for all agencies studied. Other notable areas include Sepulveda Bl at Pico Bl, Sepulveda Bl at Venice Bl, and Sepulveda Bl at Manchester Ave (

Figure 34). Fieldwork observations indicated that the highest ridership bus stops were those adjacent to UCLA.

Bicycle and Pedestrian Facilities

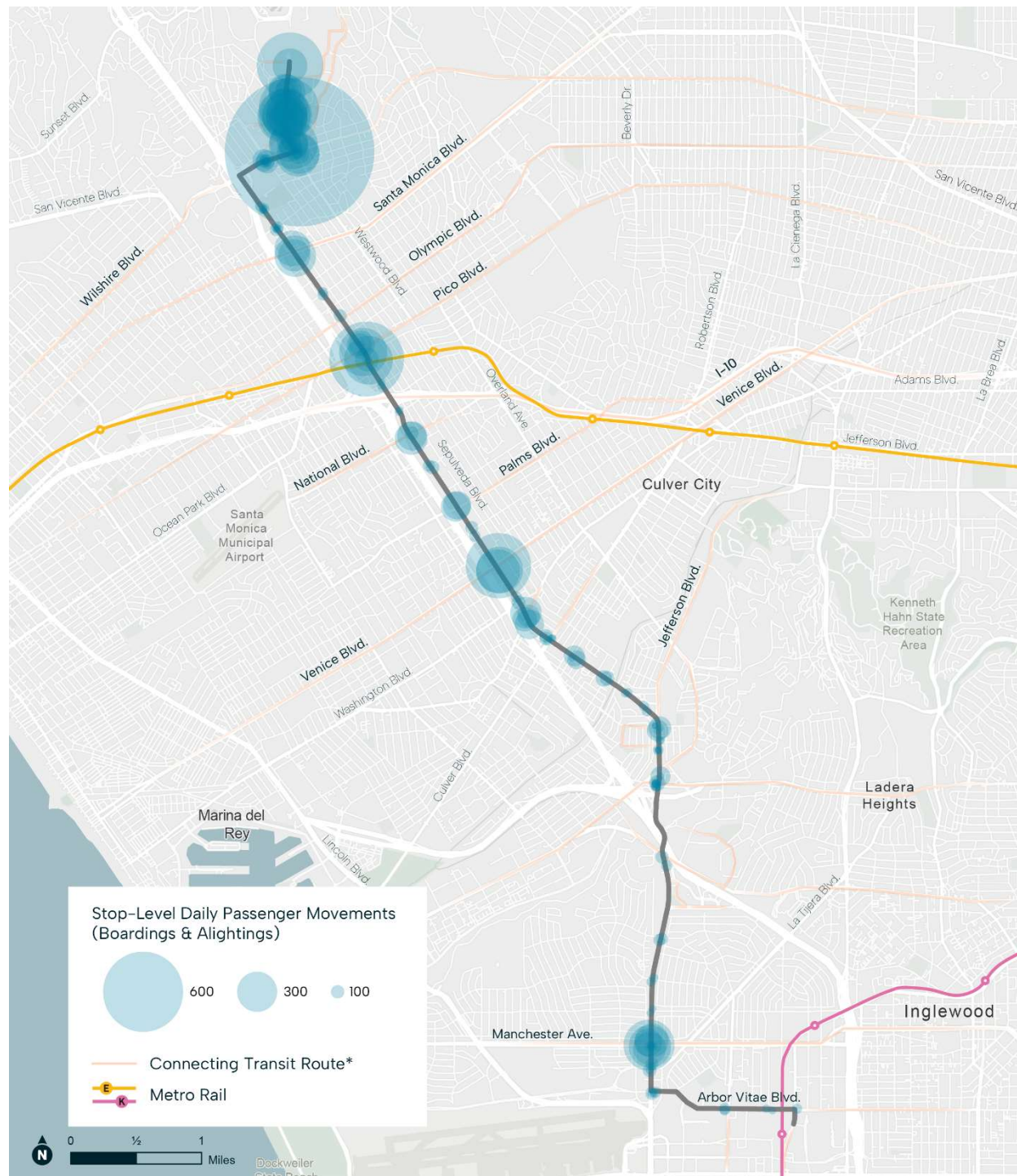
Existing Class IV protected bicycle facilities are provided along Westwood BI between Strathmore PI and Le Conte Ave. Existing Class II bicycle facilities are provided on the corridor along Sepulveda BI from National BI to Venice BI and from Centinela Ave to Manchester Ave. The Mobility Plan designates the segment from Centinela Ave to Manchester Ave as part of the Tier 1 Bicycle Enhanced Network which would represent an upgrade from the existing Class II facility to a Class IV protected facility. There is an existing Class III sharrow along Sepulveda BI from Culver BI to Ballona Creek. Part of this existing Class III sharrow is designated as a Tier 2 portion of the Bicycle Lane Network. Tier 2 and Tier 3 facilities may be implemented as Class II striped bicycle lanes or shared bus/bike lanes.

In addition to upgrades of existing facilities, the Culver City Mobility Element includes the addition of a new Class IV protected bicycle facility along Sepulveda BI from Ballona Creek to Centinela Ave. The Mobility Element also includes an extension of the existing northern Class II facility from Venice BI to Culver BI. The City of LA Mobility Plan includes Westchester Pkwy, Arbor Vitae St, and Aviation BI as Tier 1 on the Bicycle Enhanced Network, Wilshire BI from Westwood BI to Veteran Ave as Tier 2 on the Bicycle Lane Network, and Sepulveda BI adjacent to Westwood Park to Venice BI as Tier 3 on the Bicycle Lane Network.

Pedestrian Facilities

There are curb extensions at some intersections along the southern portion of Sepulveda BI from 84th St just north of Manchester Ave down to Westchester Pkwy. There are also pedestrian safety islands throughout the Sepulveda BI corridor located on Westwood BI at the intersection with Parking Structure 8 Driveway, midblock on Westwood BI between Weyburn Ave and Kinross Ave, on Sepulveda BI at the intersections with Clover Ave, Jefferson BI, and on Sepulveda BI midblock between Manchester Ave and La Tijera BI

Figure 34. Sepulveda BI Corridor: Average Weekday Boardings and Alightings by Stop

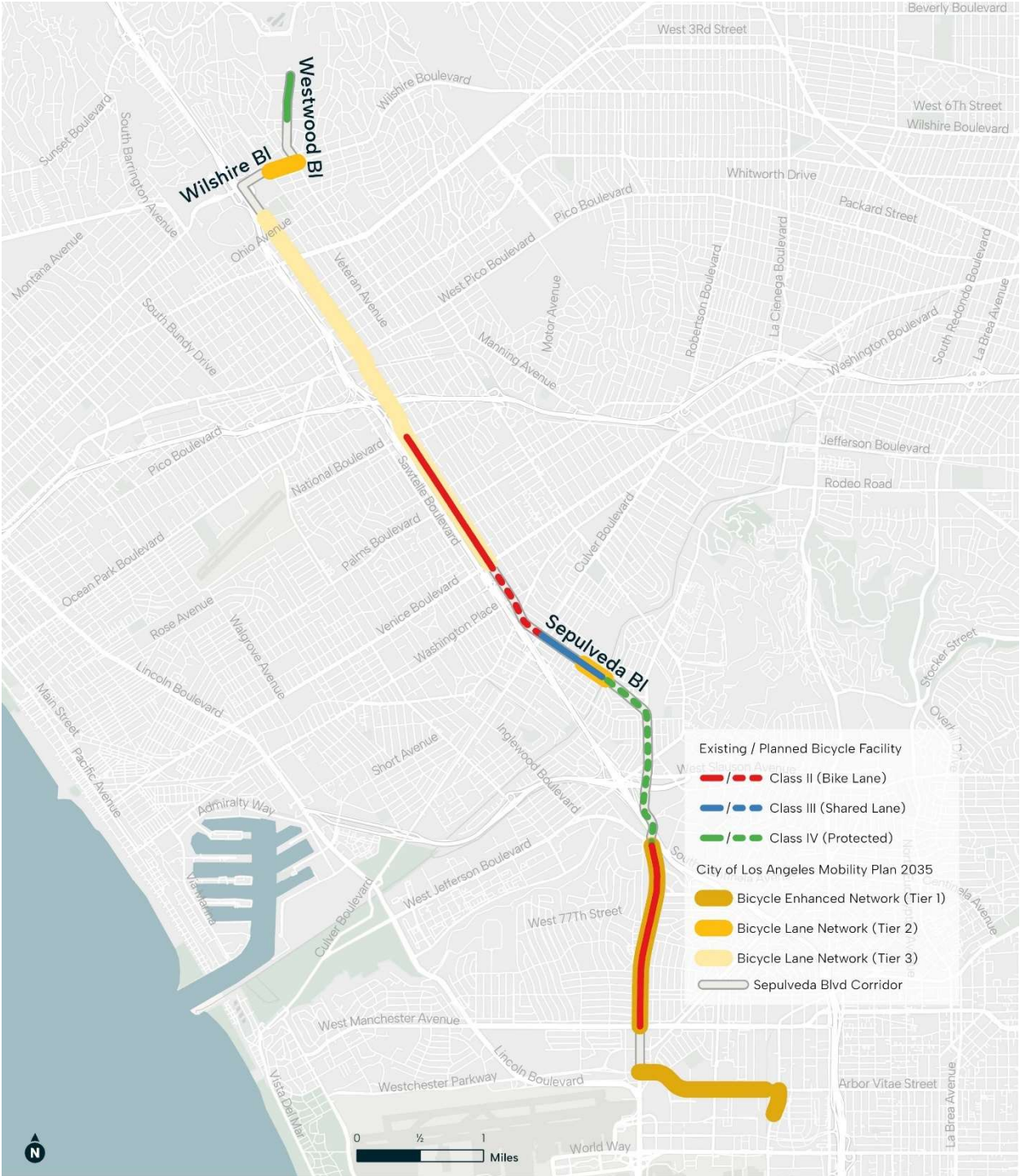


Sepulveda Blvd. Corridor – Stop-Level Passenger Movements

*Connecting transit routes as shown do not reflect the full extent of each route.

Fehr & Peers

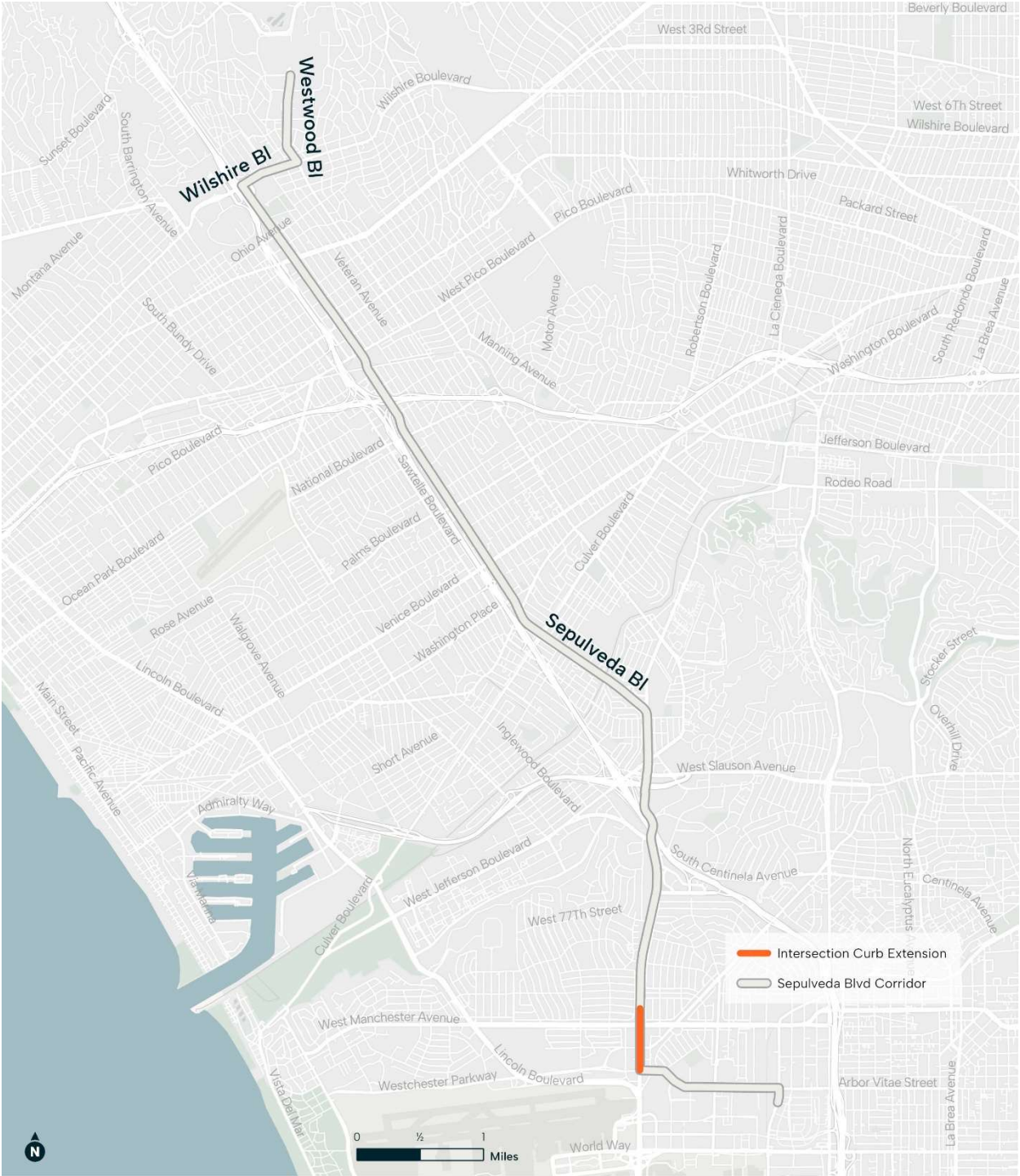
Figure 35. Sepulveda BI Corridor: Existing and Planned Bicycle Facilities



Sepulveda Blvd Corridor – Existing & Planned Bicycle Facilities

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Figure 36. Sepulveda BI Corridor: Curb Extension Locations



Sepulveda Blvd Corridor – Curb Extension Locations

Fehr & Peers

On-street Parking and Curbside Uses

On-street Parking overview

The different types of available on-street parking are shown in

Figure 37 and described below.

Metered Parking

Metered parking is present along:

- **Westwood BI** between Strathmore Pl and Wilshire BI
- **Sepulveda BI** between Ohio Ave and Pico BI, Venice BI and Franklin Ave, and between Sawtelle BI and Playa St

Time-Restricted Parking

Time-restricted parking is present along:

- **Sepulveda BI** between Westwood Park and Ohio Ave, Exposition BI and Rose Ave, Palms BI, and Charnock Ave, Franklin Ave and Greenlawn Ave, and Manchester Ave and Westchester Pkwy.

Residential Preferential Parking District

There are no residential parking districts located along the Sepulveda BI Corridor.

Curbside Bus Stop Pockets

There are curbside bus stop pockets located on both sides of Sepulveda BI adjacent to Westwood Park.

Loading Zones

There are commercial loading zones located along Sepulveda BI between Santa Monica BI and Pico BI, Venice BI and Culver BI, and on the northern side of the intersection with National BI.

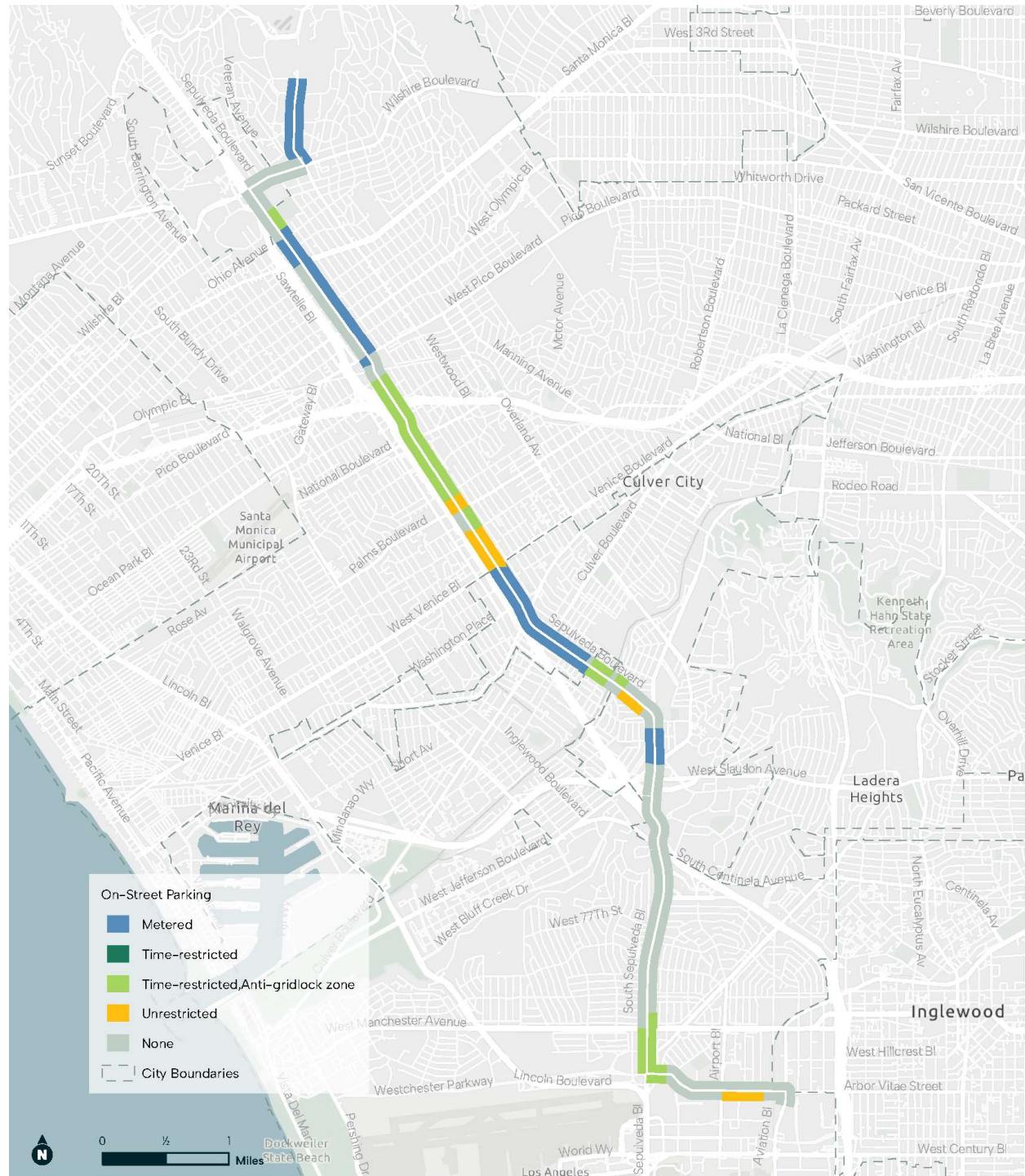
Bus Layover Zones

Sepulveda BI north of Ohio Ave also includes a substantial layover zone for Metro bus routes that terminate in Westwood and is assumed to be a constraint that will not be modified.

Neighborhood-Serving Retail and Active Ground-Floor Uses

Neighborhood-serving retail is present along the entirety of the Westwood BI segment. There is also neighborhood-serving retail along Sepulveda BI between Santa Monica BI and Pico BI, adjacent to National BI and Palms BI, between Venice BI and Ballona Creek, between Jefferson BI and Centinela Ave, and between Manchester Ave and Westchester Pkwy. There is also some neighborhood serving retail along Westchester Pkwy immediately adjacent to Sepulveda BI.

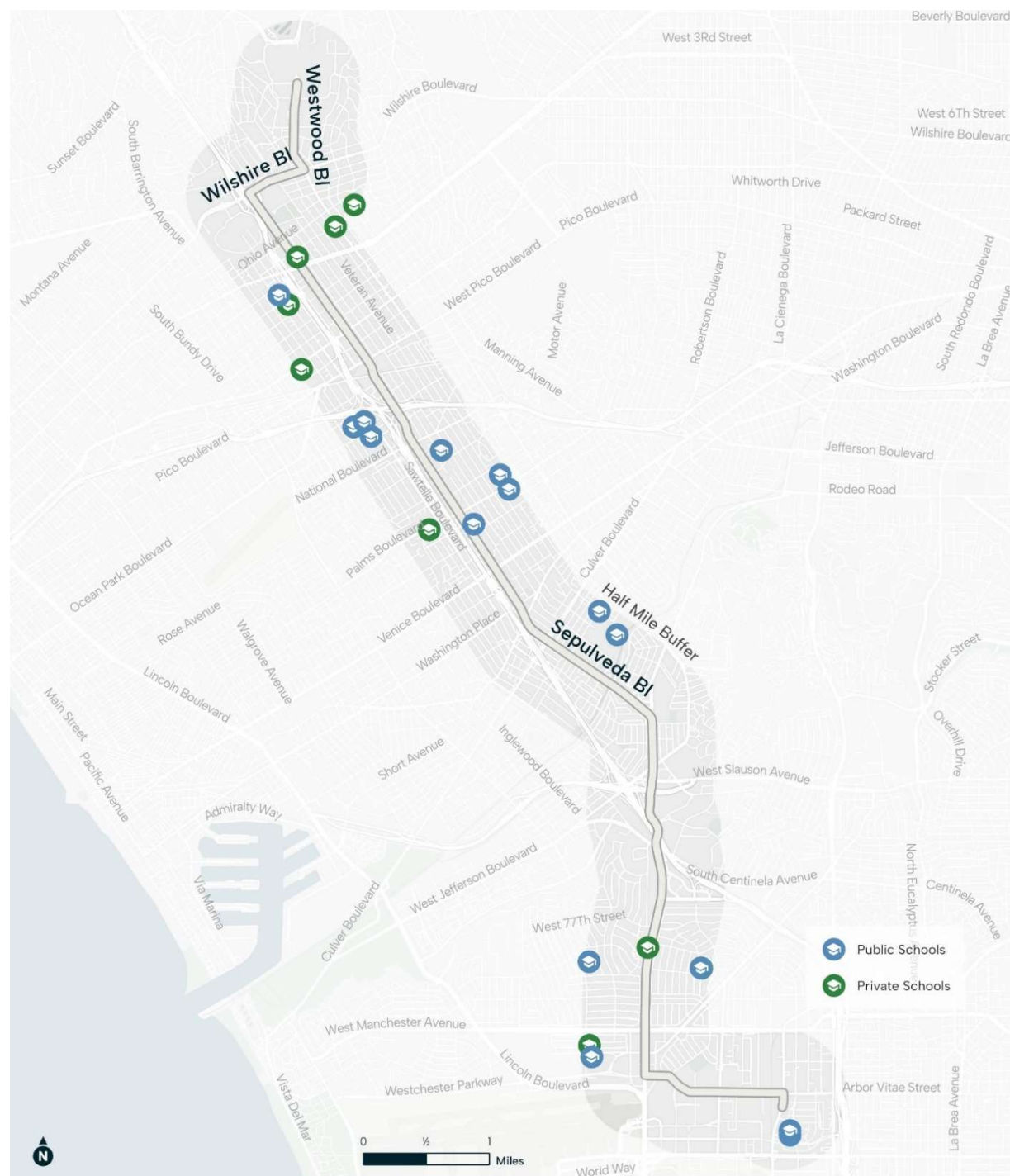
Figure 37. Sepulveda BI Corridor: On-Street Parking and Neighborhood-Serving Retail



Sepulveda Blvd Corridor – On-Street Parking

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Figure 38. Sepulveda BI Corridor: School Locations within a Half-Mile Buffer



Sepulveda Blvd Corridor – School Locations

Fehr & Peers

Note: Public schools include preschool, elementary, middle, and high school. Private schools include religious, special education, college preparation, Montessori, adult education, early intervention/child development centers, and homeschool.

On-street Parking Utilization Observations

In general, parking utilization rates were medium to high⁶ along most portions of Sepulveda Bl, especially on the west side of the street. There were some sections like on the east side of the corridor from Venice Bl to National Bl that had low utilization rates. The fieldwork team observed minimal illegal parking activity, such as double parking, when compared to the La Cienega Bl corridor, but significant construction throughout the corridor that could impact curbside parking and uses.

Westwood Bl

There was high parking occupancy during the midday period.

Wilshire Bl

There was no parking available along the Wilshire Bl segment.

Sepulveda Bl

Medium/High Occupancy: On the west side of the street (southbound direction) there was medium parking occupancy between Ohio Ave and Santa Monica Bl, between Exposition Bl and National Bl, and between Culver Bl and Greenlawn Ave. There was high parking occupancy adjacent to the Expo/Sepulveda Station, between National Bl and Culver Bl, and between Machado Rd and Jefferson Bl. On the east side of the street (northbound direction) there was medium parking occupancy adjacent to Ballona Creek, between Culver Bl and Venice Bl, and between Olympic Bl and Santa Monica Bl. There was high parking occupancy on the east side of the street between Culver Bl and Greenlawn Ave and between National Bl and Exposition Bl. In both sides of the street there was high parking utilization between Manchester Ave and Westchester Pkwy and medium parking utilization between Slauson Ave and Jefferson Bl.

In the segment that is owned by the County of Los Angeles north of Ohio Bl to Wilshire Bl, the east side of the street (northbound direction) is currently being used by LA Metro for bus layover for routes that terminate in Westwood. According to Metro staff, this layover has recently been relocated from Veteran Ave (east of the VA).

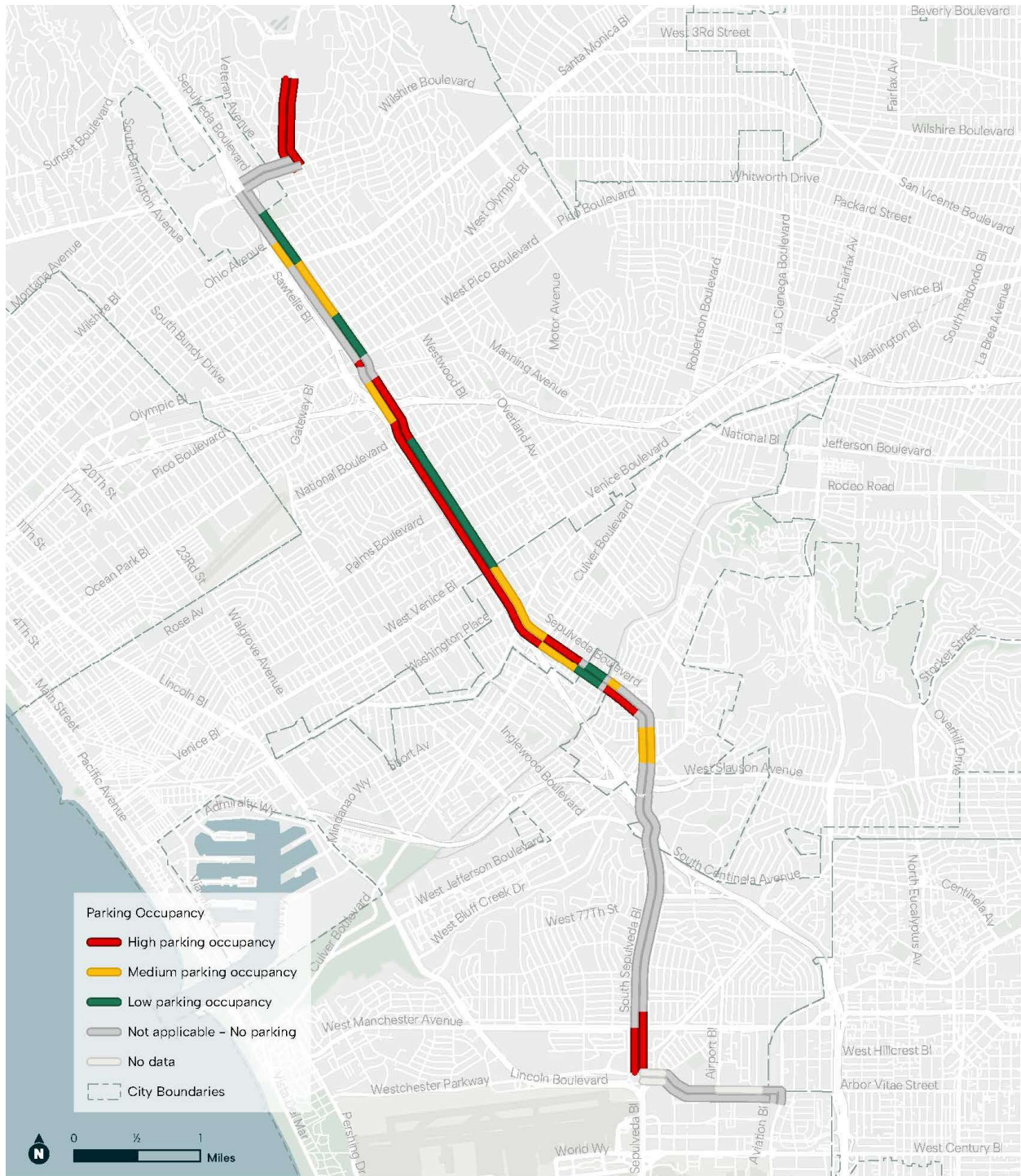
Low Occupancy: On the west side of the street there was only low occupancy between Greenlawn Ave and Machado Rd. On the east side there was low occupancy for that same segment, between Venice Bl and National Bl, between Pico Bl and Olympic Bl, and between Santa Monica Bl and Ohio Ave.

Westchester Pkwy/Arbor Vitae St/Aviation Bl

Parking availability is limited along this portion of the corridor. Because this segment overlaps with existing Los Angeles World Airports (LAWA) plans and projects, and Culver CityBus is planning a temporary reroute to Westchester Ave, Fehr & Peers deferred parking observations for this area pending coordination with LAWA.

⁶ As mentioned in the Purpose and Methodology section, low utilization reflects very limited parking activity (roughly <20% occupied), medium utilization indicates moderate demand where spaces are generally available, and high utilization indicates parking is frequently full and difficult to find.

Figure 39. Sepulveda BI Corridor: Midday On-street Parking Utilization



Sepulveda Blvd Corridor – Midday Parking Occupancy

Fehr&Peers

Traffic Conditions

Field observations on a typical weekday identified notable congestion near the Expo/Sepulveda Station, particularly during the AM and PM peak hours. Across the study corridors, traffic volumes were generally steady throughout the day. Sepulveda BI exhibited a more distinct difference between congestion levels during the peak hours versus midday when compared with La Cienega BI, which showed relatively consistent congestion levels even outside the peak periods. Consistent with both modeled results and field observations, the PM peak period exhibited the highest congestion across all corridors. Field observations also noted some construction and temporary lane closures along Wilshire BI portion of the corridor.

Intersection Operations Review

This section summarizes preliminary findings from the intersection operations analysis. Only major intersections (two arterials) with significant constraints or special cases are summarized below. The results described are based on the worst of either the AM or PM peak period.

Note: The operations analysis at this stage excludes any portion of Westwood Boulevard, which is under early design by a concurrent LADOT project. Wilshire Boulevard to the I-405 ramps is also excluded due to ongoing construction activity for the D Line subway.

Table 12. Sepulveda BI Corridor Intersection Operations Review

Intersection	Southbound Approach	Northbound Approach	Other Variables
Sepulveda BI / Wilshire BI	SB buses turn left from Wilshire BI to Sepulveda BI. WBL protected phase. Double left-turn pocket but relatively low peak turn volume. Turn pocket may be starved for demand when WBT queues are high. WBT heavily affected by weaving for I-405 ramps. Note, WBT movements also include high-frequency bus service towards Santa Monica (Lines 2, 17, 18, 720). Intersection SBT volumes not heavy in either peak.	NB buses turn right from Sepulveda BI to Wilshire BI. NBR long turn pocket and overlap phase. NBR buses include Metro routes laying over around Federal Building beginning trips from Westwood area. Intersection NBT volumes not heavy in either peak.	Large intersection with heavy volumes east/west and I-405 ramps on either side. Major bus corridor east-west; study corridor service (Culver City Line 6/6R) turns at Sepulveda BI. Ongoing construction in the area may affect volumes and delay. Poor LOS a result of large intersection with long cycle prioritizing east/west through movements. Worst approach is SBR from Sepulveda BI towards I-405 ramp; not directly affected by any possible bus lanes. Signals in the County-owned portion are maintained by LADOT.

Intersection	Southbound Approach	Northbound Approach	Other Variables
Sepulveda BI / Ohio Ave	-	-	Ohio Avenue active transportation corridor being planned by concurrent LADOT project. Not anticipated to affect Sepulveda BI opportunity for transit priority.
Sepulveda BI / Santa Monica BI	SBR pocket with overlap phase. Turning movement estimate may underrepresent SBR peak volume.	Wide but short length NBR pocket. NB approach volume estimates may underrepresent peak demand. Best configuration of bus lane will be affected by peak NBT versus NBR demand.	Heavy east/west traffic demand. Intersection of two Project corridors. Traffic flow heavily affected by east-west signal progression and queues bound for I-405 ramps. Preliminary LOS result is not reflective of typical field conditions. Updated counts may be desired at this location to properly evaluate priority approach lane and phasing configuration. Additional simulation analysis may be required for further design input.
Sepulveda BI / Olympic BI	No SB bus stops at Olympic BI due to atypical geometry; minimal connecting east/west bus service.	Asymmetrical geometry: Short, wide NBR turn pocket with overlap phase. NBT demand may starve NBR pocket. NB farside bus stop zone extra-wide, shared with retail driveway. Bus re-entry from stop at short/sharp angle.	East/west lefts protected phases. East/west right turn overlap phases. WBL protected phase, all others protected-permissive. East-west demand is heavier than north-south.
Sepulveda BI / Pico BI	SBR short turn pocket with overlap phase. Volume not high; may be starved by SBT queue.	NB approach poor LOS in AM due to high NBT demand, no separate NBR pocket. NBL protected phase. Multiple buses operate this segment (Culver CityBus 6/6R, Metro 761) north towards UCLA.	East-west demand is heavier than north-south.

Intersection	Southbound Approach	Northbound Approach	Other Variables
Sepulveda BI / Exposition BI	SB bus stop shared with long SBR turn lane approaching Exposition BI. SBR lane shared with new development driveway. Multiple bus routes (Metro, Big Blue Bus) turn right to Exposition BI.	-	Expo Bike Path crosses east-west. No special phase or bike signal. Expo LRT is grade-separated.
Sepulveda BI / National BI	SB approach asymmetrical and wide with no striped turn pocket. SB bike lane begins south of this intersection.	NB bus stop is near-side in shared travel lane despite wide curbside zone on farside (currently short-term parking). Possibly related to trees (vertical clearance limitation for buses and poor sidewalk condition). Trees are also present at nearside stop but possibly not encroaching on ROW. NB approach striping likely operates as NBR pocket but is not striped as such. NB bike lane ends at this intersection.	EBL dual-lane protected phase. Restriping NBT lanes to one bus-only would affect receiving space for EBL. Updated counts may be desired at this location to properly evaluate priority approach lane and phasing configuration. East-west volumes and LOS influenced by I-405 ramps immediately west.
Sepulveda BI / Palms BI	SB bus stop is near-side shared with an unstriped SBR turn pocket. SB buses need to merge back across intersection to SBT lane; bike lane and driveway on farside.	NB approach includes unstriped NBR pocket with receiving lane on farside. Bus stop is farside. Receiving lane is shared with bike lane, driveway; no indication to merge.	Striping and signage on approach is atypical and does not delineate lane assignments presumably because it is shared with the north-south bike lanes. This does not appear consistent with current LADOT practice.

Intersection	Southbound Approach	Northbound Approach	Other Variables
Sepulveda BI / Venice BI	SBR turn pocket with overlap phase. SBR pocket may be starved by SBT queue. Bike lane striping ends on approach, not consistent with current LADOT practice. SB bus stop is farside, beyond typical range.	NBR turn pocket but no overlap phase. NB bus stop is nearside, unusually far back from intersection.	This intersection is the north limit of concurrent Culver City project. East-west demand is high. Intersection width, cycle length, protected east-west left turn phases contribute to overall delay. Dual east-west left turns to Sepulveda would be affected by conversion of a through lane to bus-only. Intersects the Venice protected bike lane corridor.
Sepulveda BI / Centinela Ave	Southbound bike lane begins south of intersection. Connections (including bike turn boxes) to east/west lanes on Centinela.	NB bus stop is significant distance (>400') upstream of intersection. NB curb lane also shared with short NBR slip lane due to sharp angle.	Protected lefts in all directions; skewed intersection geometry. East/west bike lanes, eastbound bike signal and protected EBR. Primary traffic flow pattern is NBT+NBL in AM peak, SBT+EBR in PM peak. EBR dual lane, NBL triple lane.
Sepulveda BI / Center Dr	SB Culver CityBus Line 6 turns left, Rapid 6 continues straight. Line 6 transitions three lanes to turn in 600 feet. SBL dual lane protected phase.	NB Line 6 turns right from Center to Sepulveda. WBR pocket with overlap phase. NB Rapid 6 continues straight. NBR turn pocket – to Center with overlap phase; low volumes not expected to be heavily affected by transit priority.	

Intersection	Southbound Approach	Northbound Approach	Other Variables
Sepulveda Bl / Howard Hughes Pkwy	SB Rapid 6 continues straight on Sepulveda Bl. SB Line 6 turns WBL from Howard Hughes Pkwy to Sepulveda Bl. SBL dual lane protected phase.	NB Rapid 6 continues straight on Sepulveda Bl. NB Line 6 turns right from Sepulveda Bl to Howard Hughes Pkwy. NBR slip lane with heavy demand, complex geometry (turn pocket extends beyond upstream intersection with 74th St) and crosses bike lane.	Westbound triple left to Sepulveda Bl SB. Bus lane on Sepulveda Bl would affect receiving lanes from heavy WBL demand. Some airport-bound buses (LAX Flyaway, etc.) may be using this WBL coming from I-405. Updated counts may be desired at this location to properly evaluate priority approach lane and phasing configuration.
Sepulveda Bl / Manchester Ave	SB curb lane shared bike/right turns. Bus stop on far side. Several other bus routes join corridor southbound. Southbound bike lane ends at intersection.	NB nearside bus stop in NBR turn pocket. NBR overlap phase.	Protected left phases NB, SB, EB.
Sepulveda Bl / La Tijera Bl	SBR turn pocket with overlap phase. SBR pocket could be starved by SBT peak queues. Bus stop is farside. After stop, all bus routes transition three lanes for SBL to Westchester Pkwy.	NBR turn pocket with overlap phase. NBR pocket may be starved during peak hours due to NBT queue; moderate NBR peak demand. Bus stop is farside.	Poor intersection LOS during PM peak due to very heavy southbound approach volume. Additional simulation analysis may be required for further design input.
Sepulveda Bl / Westchester Pkwy	All local transit routes turn SBL to Westchester Pkwy. SBL is protected-permissive. SBL pocket can be starved by SBT through queues, which are in turn affected by downstream operations.	NB buses turn right from Westchester Pkwy to Sepulveda Bl. WBR approach relatively high V/C due to shared through-right lane. Curb extension. NB bus stop is nearside well ahead of intersection approach.	All buses turning at this intersection. Intersection operations heavily affected by downstream queueing, especially southbound approach to airport. Preliminary LOS underrepresents actual operation due to limitations analyzing adjacent intersection queues. Additional simulation analysis may be required for further design input. NBR and SBR overlap phases.

Santa Monica Bl Corridor

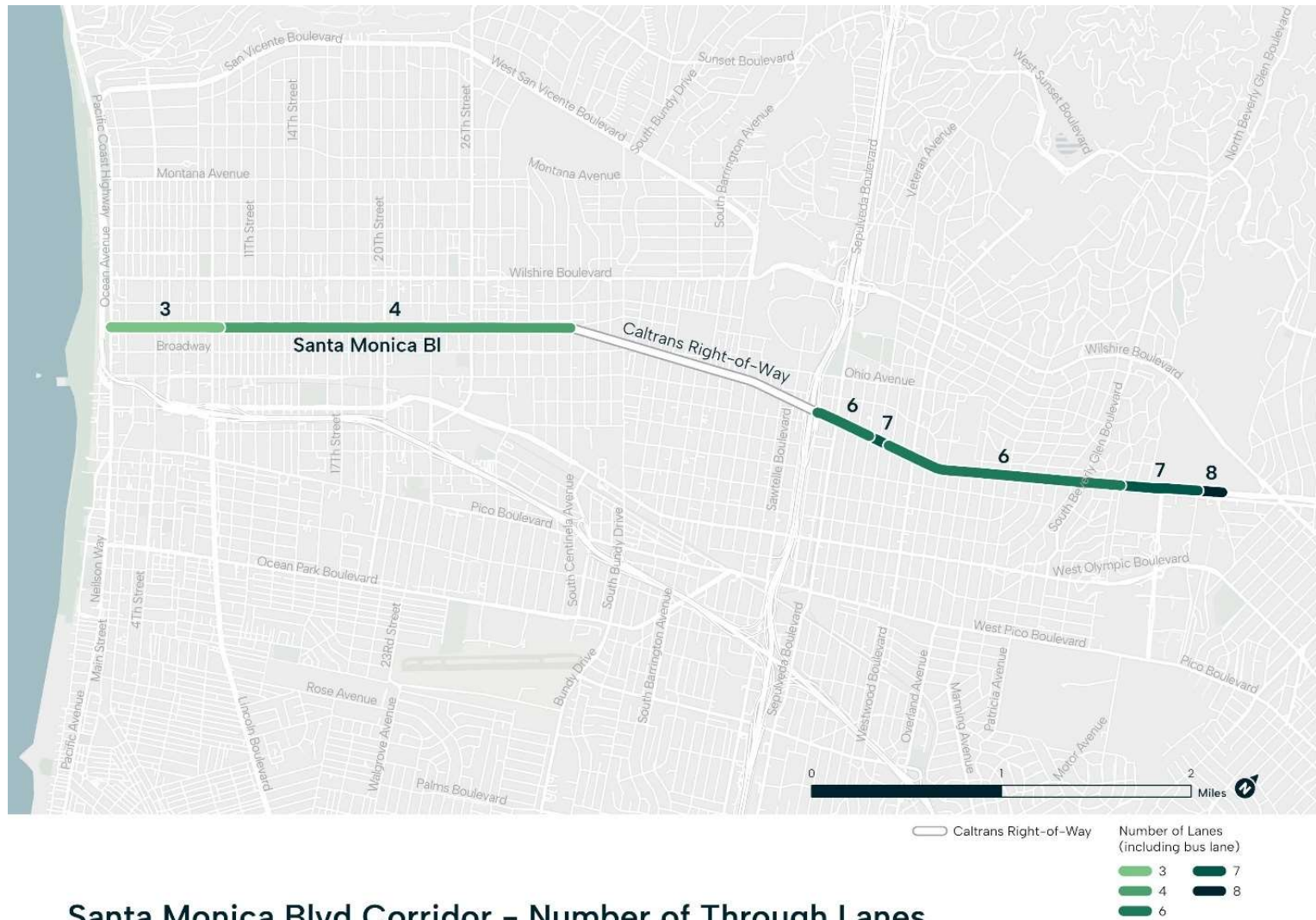
Street Classification

The Santa Monica Bl Corridor only includes portions of Santa Monica Bl. The roadway characteristics are shown in Table 13, Figure 40, and Figure 41. Santa Monica Bl has distinct characteristics east and west of Sepulveda Bl. In the eastern section the roadway is wider, has more travel lanes, has higher operating speeds, and includes some frontage roads. In some segments, including between Westwood Bl and Overland Ave, the frontage road on the south side is grade-separated from the main roadway. The portion within Caltrans' right of way (State Route 2) features six travel lanes west of Cotner Ave and transitions to four lanes east of Centinela Ave. In the western section the roadway is narrower, generally has four or fewer travel lanes, and lower posted speeds.

Table 13: Santa Monica Bl Corridor Characteristics

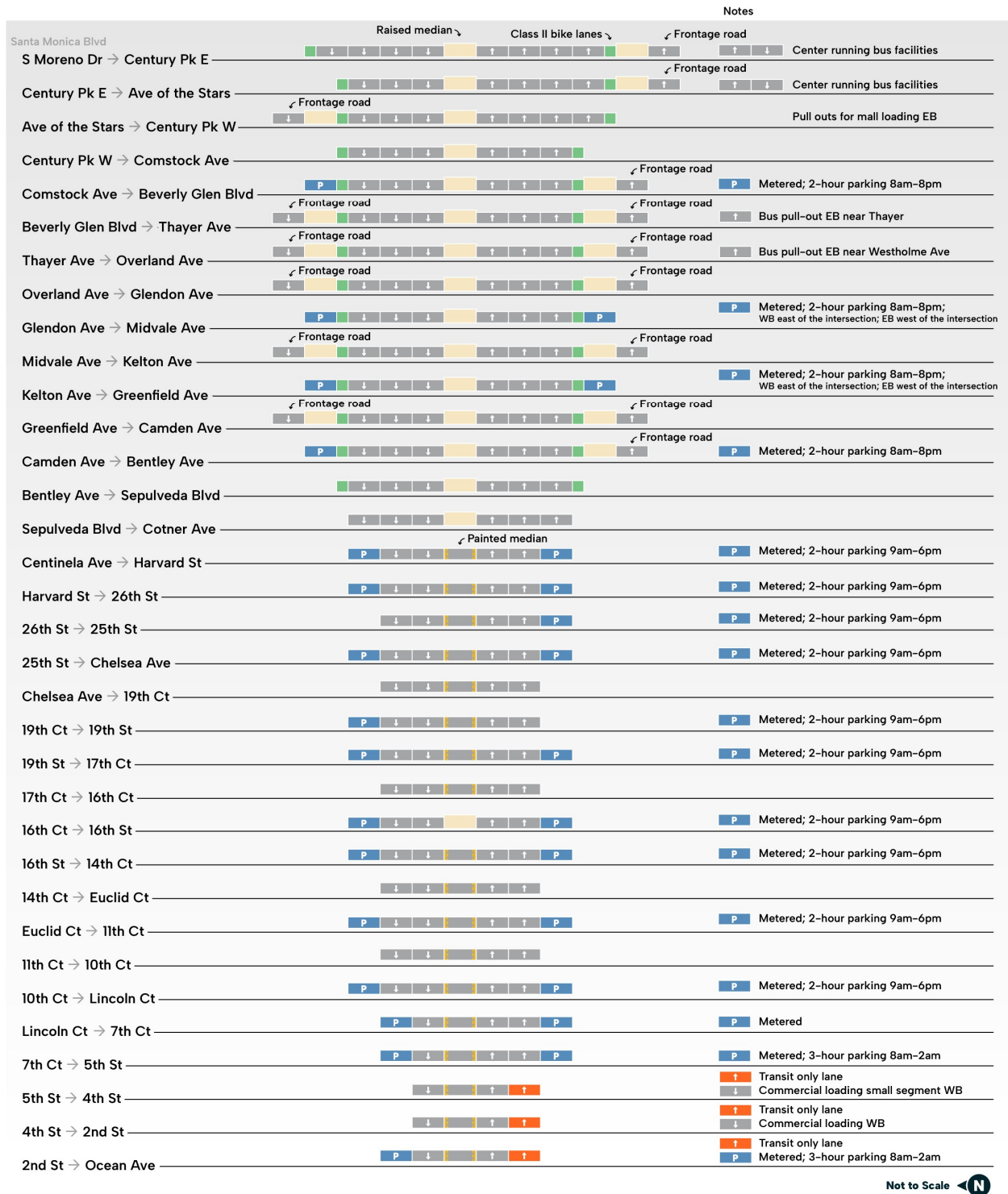
Street	Classification Type	Total ROW (ft)	Through Lanes	Posted Speed Limits (MPH)
Santa Monica Bl	Arterial	110 to 210 east of Sepulveda Bl	6 to 8 east of Sepulveda Bl	35 east of Sepulveda Bl
		75 to 100 west of Sepulveda Bl	3 to 4 west of Sepulveda Bl	25 to 30 west of Sepulveda Bl

Figure 40. Santa Monica BI Corridor Number of Through Lanes



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Figure 41. Santa Monica BI Corridor: Sample Cross-Sections by Segment



The team conducted a field audit infrastructure present near bus stops, which is summarized in Table 14. This information informs the level of effort required to install bus pads or stop amenities that would help speed bus board and, thus, performance.

Table 14: Santa Monica BI Bus Stop Amenity Conditions

Stop Location	Side	Bus Pad Condition	Shelter/Canopy Condition	Sidewalk Width
Eastbound				
Santa Monica BI / 3rd St	Nearside	Good	Good	7'-6"
Santa Monica BI / 4th St	Farside	Fair	Good	7'-6"
Santa Monica BI / 6th St	Nearside	Good	Good	5'
Santa Monica BI / Lincoln BI	Nearside	Good	Good	5'
Santa Monica BI / 11th St	Nearside	Good	Good	5'
Santa Monica BI / 14th St	Nearside	Good	Good	3'-6"
Santa Monica BI / 17th St	Farside	Good	Good	4'
Santa Monica BI / 20th St	Farside	Good	Good	3'-6"
Santa Monica BI / 22nd St	Farside	Fair	Good	3'
Santa Monica BI / Cloverfield BI	Farside	Fair	Ok	4'
Santa Monica BI / 26th St	Nearside	Good	Ok	5'
Santa Monica BI / Yale St	Farside	Good	Fair	5'-6"
Santa Monica BI / Berkeley St	Nearside	Good	Good	7'
Santa Monica BI / Centinela Ave	Farside	N/A	N/A	N/A
Santa Monica BI / Wellesley Ave	Nearside	Fair	N/A	4'-6"
Santa Monica BI / Bundy Dr	Nearside	Good	Ok	6'-6"
Santa Monica BI / Bundy	Farside	N/A	Good	9'-6"
Santa Monica BI / Westgate	Nearside	Fair	N/A	9'
Santa Monica BI / Barrington Ave	Nearside	Good	Poor	4'-6"
Santa Monica BI / Federal Ave	Farside	Good	N/A	5'
Santa Monica BI / Corinth Ave	Nearside	Fair	Good	7'
Santa Monica BI / Sawtelle BI	Nearside	Good	N/A	5'-6"
Santa Monica BI / Sepulveda BI	Farside	Good	N/A	5'-6"
Santa Monica BI / Veteran Ave	Nearside	Good	N/A	8'-6"
Santa Monica BI / Westwood BI	Farside	Good	N/A	6'-6"
Santa Monica BI / Overland Ave	Nearside	Good	N/A	13'
Santa Monica BI / Westholme Ave	Nearside	Good	N/A	6'
Santa Monica BI / Thayer Ave	Farside	Good	Good	13'
Santa Monica BI / Beverly Glen BI	Farside	Good	N/A	6'

Stop Location	Side	Bus Pad Condition	Shelter/Canopy Condition	Sidewalk Width
Santa Monica BI / Century Park West	Farside	Good	N/A	7'
Santa Monica BI / Ave of the Stars	Farside	Good	N/A	12'
Santa Monica BI / Century Park East	Farside	Good	N/A	19'
Westbound				
Santa Monica BI / Century Park East	Farside	Good	N/A	12'
Santa Monica BI / Ave of the Stars	N/A	Good	N/A	20'
Santa Monica BI / Century Park West	Farside	Good	N/A	7'
Santa Monica BI / Beverly Glen BI	Farside	Good	N/A	12' (30' total)
Santa Monica BI / Thayer Ave	Nearside	Good	N/A	9', 14', 36'(total)
Santa Monica BI / Westholme Ave	Farside	Good	N/A	14'
Santa Monica BI / Overland Ave	At Selby	Good	N/A	16', 8'
Santa Monica BI / Westwood BI	Farside	Good	N/A	8'/18' (36' total)
Santa Monica BI / Veteran Ave	Farside	Good	N/A	21', 36 TO BLDG
Santa Monica BI / Sepulveda BI	Farside	Good	N/A	13'
Santa Monica BI / Sawtelle BI	Nearside	Good	N/A	12'
Santa Monica BI / Corinth Ave	Nearside	Fair	N/A	12'
Santa Monica BI / Purdue Ave	Nearside	Fair	N/A	10'
Santa Monica BI / Federal Ave	Nearside	N/A	N/A	14'
Santa Monica BI / Barrington Ave	Farside	N/A	N/A	18'
Santa Monica BI / Westgate Ave	Nearside	Good	N/A	12'
Santa Monica BI / Bundy Dr	Nearside	Poor	Good	10'
Santa Monica BI / Bundy Dr	Farside	Poor	N/A	10'
Santa Monica BI / Wellesley Ave	Nearside	Poor	N/A	12'
Santa Monica BI / Centinela Ave	Farside	Fair	N/A	14'
Santa Monica BI / Berkeley St	Nearside (bus stop located farside)	Fair	N/A	13'

Stop Location	Side	Bus Pad Condition	Shelter/Canopy Condition	Sidewalk Width
Santa Monica BI / Yale St	Farside	Fair	Fair	13.5'
Santa Monica BI / 26th St	Nearside	Fair	Fair	13.5'
Santa Monica BI / Cloverfield BI	Nearside	Good	Fair	8.5'
Santa Monica BI / 22 nd St	Nearside	Good	N/A	8.5'
Santa Monica BI / 20 th St	Farside	Good	Good	8.5'
Santa Monica BI / 17th St	Farside	Good	Good	8.5'
Santa Monica BI / 14 th St	Nearside	Good	N/A	8.5'
Santa Monica BI / 11th St	Farside	Fair	N/A	8.5'
Santa Monica BI / Lincoln BI	Nearside	Fair	N/A	9'
Santa Monica BI / 3rd St	Farside	N/A	N/A	N/A

Transit Operation Analysis

Santa Monica BI Corridor is primarily served by Metro Line 4 and Big Blue Bus Route 1, while various other bus routes also serve this corridor. Table 15 and Figure 42 summarize major bus services overlap with this corridor. There is existing all day bus lanes on the portion of Santa Monica BI from to Ocean Ave to 5th St, and center running bus facilities between Ave of the Stars and Moreno Dr.

Table 15. Existing Transit Service along Santa Monica BI Corridor

Operator	Line	Minimum Headway (Minutes)	Maximum Headway (Minutes)	Corridor Extent Overlap
LA Metro	134	33	60	Santa Monica BI between Ocean Ave and 5 th St
LA Metro	20	10	29	Santa Monica BI between 4 th St and 7 th St and Sepulveda BI and Westwood BI
LA Metro	28	8	30	Santa Monica BI between Century Pk W and Century Park E
LA Metro	33	7	55	Santa Monica BI between Ocean Ave and 5 th St
LA Metro	4	7	27	Santa Monica BI between Ocean Ave and Moreno Dr
LA Metro	720	5	16	Santa Monica BI between 4 th St and 7 th St and Sepulveda BI and Westwood BI

Operator	Line	Minimum Headway (Minutes)	Maximum Headway (Minutes)	Corridor Extent Overlap
LADOT	534 Commuter Express	26	40	Santa Monica BI between S Beverly Glen BI and Century Pk E
LADOT	573 Commuter Express	19	430	Santa Monica BI between S Beverly Glen BI and Ave of the Stars
Santa Clarita Transit	792	22	82	Santa Monica BI between S Beverly Glen BI and Century Pk E
Santa Clarita Transit	797	15	70	Santa Monica BI between S Beverly Glen BI and Century Pk E
Big Blue Bus	1	10	20	Santa Monica BI between 4 th St and Westwood BI
Big Blue Bus	18	4	30	Santa Monica BI between 4 th St and Lincoln BI
Big Blue Bus	44	19	19	Santa Monica BI between 10 th St and 14 th St
Big Blue Bus	5	61	61	Santa Monica BI between 2 nd St and 7 th St and Century Park W and Century Park E
Big Blue Bus	7	8	20	Santa Monica BI between 4 th St and 7 th St
Big Blue Bus	8	26	37	Santa Monica BI between 2 nd St and 7 th St
Big Blue Bus	R10	60	90	Santa Monica BI between 4 th St and Bundy Dr
Culver CityBus	3	19	38	Santa Monica BI between Century Park W and Ave of the Stars

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Transit Speed and Reliability

Summary

Actual Transit Speeds average 10–12MPH throughout the day in both directions and are slightly worse in the midday periods than the peak hours.

Transit Speed Differential is more significant in the eastbound direction than westbound direction, with an average 7MPH differential between the best off-peak and worst peak speeds. Key areas of major differential include in Santa Monica between 17th Street and 26th Street, in Los Angeles between Westwood and Beverly Glen BL (eastbound), as well as between Beverly Glen BL and Century City (westbound).

Transit Speed Reliability may be highly volatile. The CAL-ITP data indicated that reliability was relatively 'good' despite consistently operating around 10MPH on most segments through most of the day. The ReliabilityIndex results show more variation. Field observations observe significant bus bunching and gaps.

Bus service in this corridor is provided by two frequent routes, Big Blue Bus 1 and Metro Line 4. A key difference between these services is that Metro Line 4 operates more limited stops from Sepulveda BL west to Ocean Ave, while Route 1 serves a much higher density of stops throughout the corridor. At Westwood BL, Big Blue Bus service turns north towards UCLA. The corridor experiences significant delay and volatility in three primary locations: in Santa Monica approaching Lincoln BL and between about 16th Street and 26th Street, in Los Angeles Sawtelle neighborhood near I-405, and in a few segments east of I-405.

Transit speed variability is unusual in this corridor in that some specific segments have a very wide range (greater than 10MPH difference) between peak and off-peak; once the worst of the daytime traffic congestion is over, buses are able to move quite fast. These highly variable segments heavily correspond to the slowest segments listed above, and are worse by direction and time of day. Lincoln BL is notable as a bottleneck where traffic may not clear the intersection and delay eastbound buses. Overall, eastbound is slower throughout the day and the worst in the midday and the peak, and has a higher variation in peak/off-peak speeds which suggest eastbound buses will benefit significantly from transit priority.

Service reliability ranges dramatically by segment with some fairly consistent (regardless of peak actual speed) and other segments highly unreliable. Bus bunching is frequently observed on the corridor, which is another indicator that delays vary widely by trip. If one bus trip gets significantly delayed but the next does not, the second trip will catch up to the first.

TRANSIT ROUTING AND OPERATIONS

Each corridor features some segments where bus route turns or other factors introduce specific issues that a bus lane alone may not solve. This list *includes* off-ramped segments to identify areas where traffic signal or transit operations modifications may be needed.

- **At the time of the original field data collection, all buses turned left going westbound from 6th Street to Ocean Park BL.** Due to a concurrent project on Broadway, all buses are now (as of March, 2026) continuing west to 4th Street and the City updated signage at 4th Street to

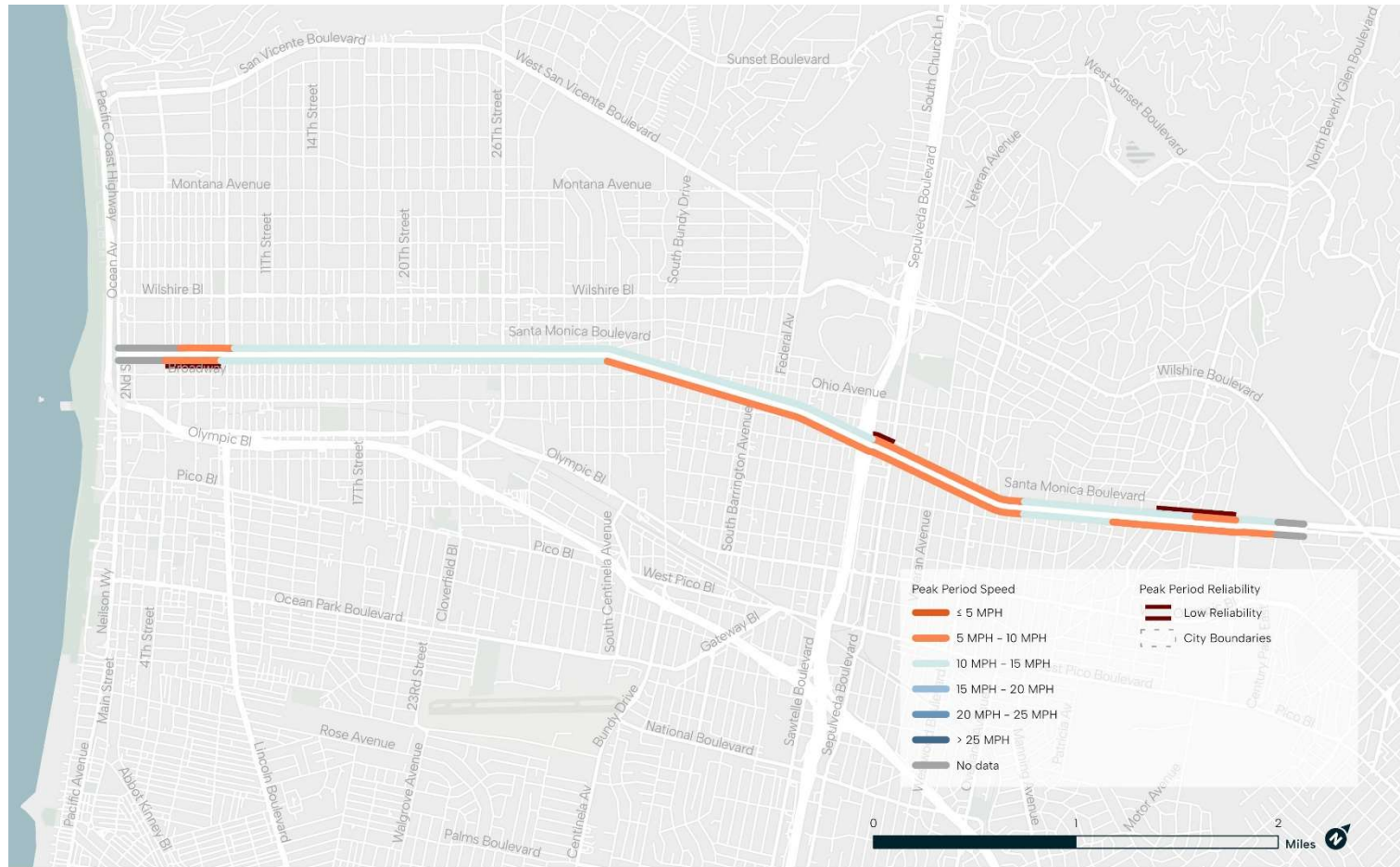
permit buses to make a left turn (all other vehicles are prohibited). No striping changes were made. Eastbound bus lanes are already present.

- **Around the I-405 interchange**, the eastern limit of the Caltrans project, bus speeds are exceptionally poor and unreliable throughout the day. This bottleneck leads to bus bunching in both directions.
- **Approaching Westwood Boulevard eastbound**, Big Blue Bus Route 1 turns left. This is a segment of significantly slow and unreliable operation at peak times. Buses must begin shifting to the left lane after the Veteran Ave bus stop.
- **Approaching Avenue of the Stars eastbound**, Metro bus service shifts into the center median with an exclusive busway towards Beverly Hills.

Transit Stop Activity

Ridership per bus stop and per agency along the corridor varies from 0 riders to 620 daily passenger movements. Based on May 2024 ridership data, average weekday boardings and alightings tends to be highest at stops near Downtown Santa Monica with approximately total daily 3,470 passenger movements on Santa Monica Bl between Lincoln Ave and Ocean Ave for all agencies studied. Other areas with notably high ridership areas include the intersections of Santa Monica Bl with Bundy Dr, Sepulveda Bl, and Westwood Bl; and the vicinity of Century City. Note that one of the primary services, Big Blue Bus Route 1, turns off the corridor south towards Venice, and north towards UCLA; both of which generate a significant market of through-riding passengers that would greatly benefit from better speed and reliability on this planned corridor.

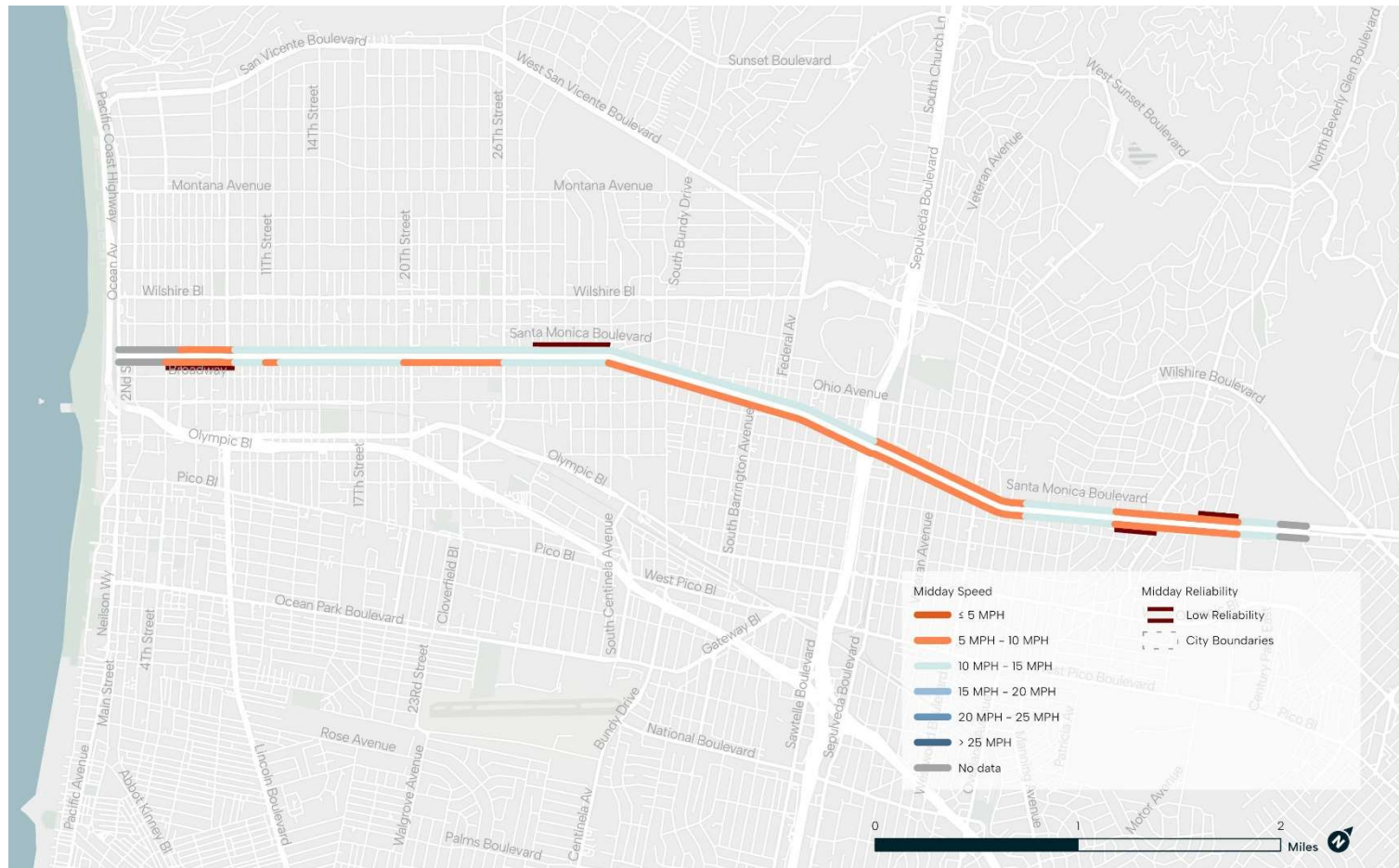
Figure 43. Santa Monica Corridor: Peak Period Transit Speed Based on CAL-ITP Data



Santa Monica Blvd Corridor – Peak Period Transit Speed and Reliability (Cal-ITP)

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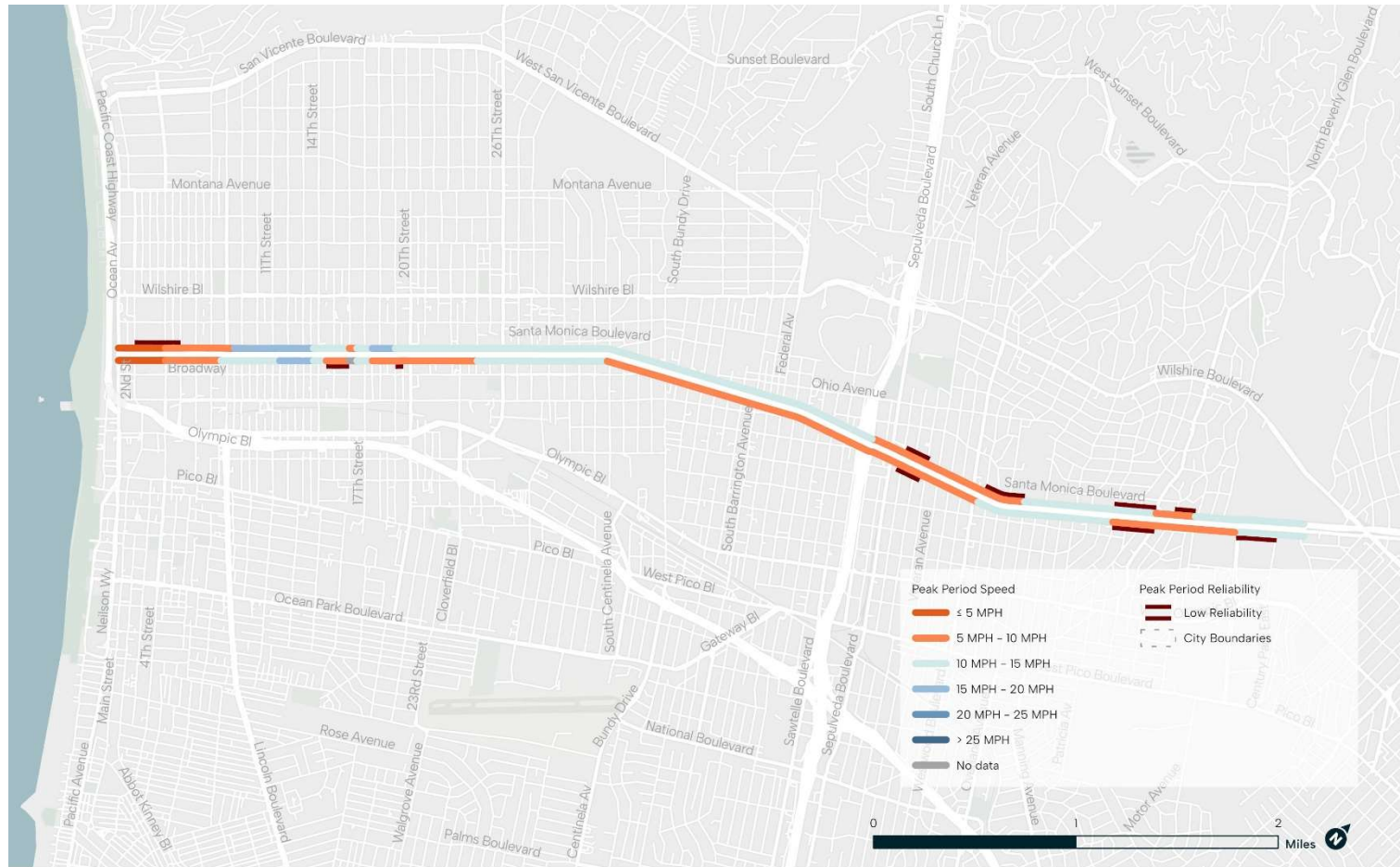
Figure 44. Santa Monica Corridor: Midday Transit Speed Based on CAL-ITP Data



Santa Monica Blvd Corridor – Midday Transit Speed and Reliability (Cal-ITP)

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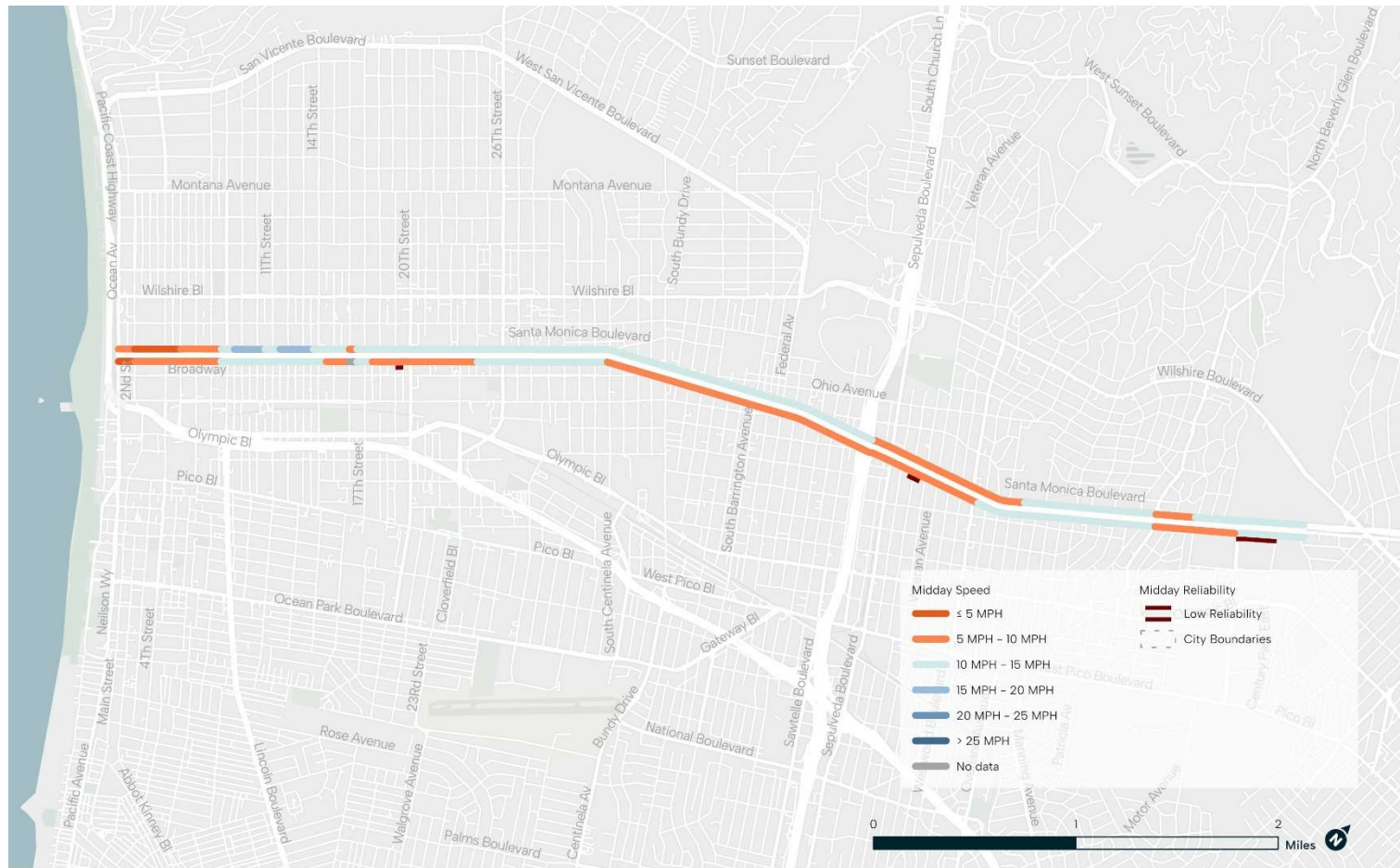
Figure 45. Santa Monica Corridor: Peak Period Transit Speed Based on ReliabilityIndex Outputs



Santa Monica Blvd Corridor – Peak Period Transit Speed and Reliability (ReliabilityIndex)

Fehr & Peers

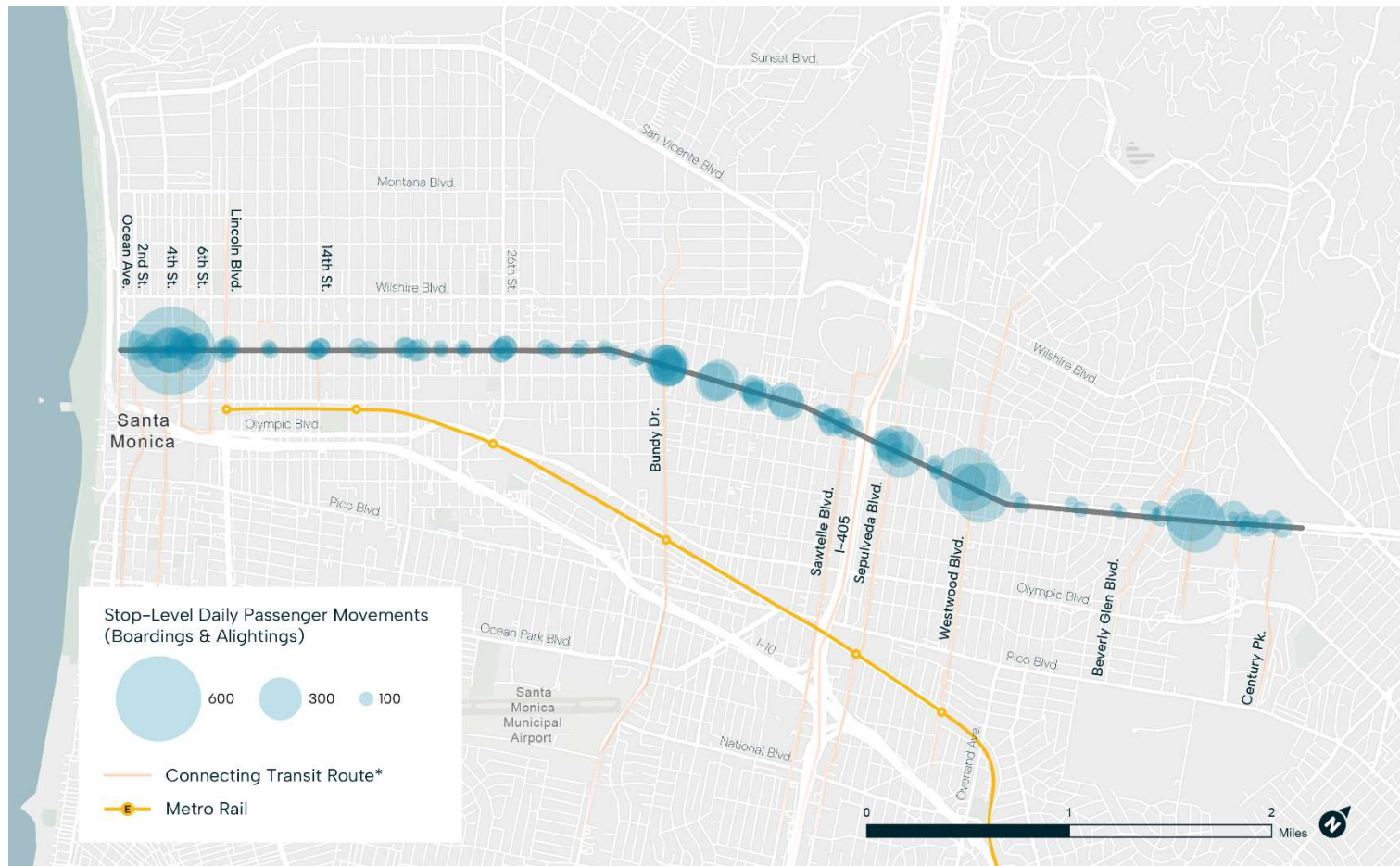
Figure 46. Santa Monica Corridor: Midday Transit Speed Based on ReliabilityIndex Outputs



Santa Monica Blvd Corridor – Midday Transit Speed and Reliability (ReliabilityIndex)

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Figure 47. Santa Monica Corridor: Average Weekday Boardings and Alightings by Stop



Santa Monica Blvd. Corridor – Stop-Level Passenger Movements

*Connecting transit routes as shown do not reflect the full extent of each route.

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Bicycle and Pedestrian Facilities

Bicycle Facilities

There is an existing Class II bicycle facility on the eastern portion of Santa Monica BI between Sepulveda BI and Moreno St. The City of Los Angeles Mobility Plan includes a Tier I protected bicycle lane on Santa Monica BI between Westwood BI and Moreno St. This would represent an improvement from the existing Class II striped bike lane to a protected Class IV bike lane for this segment. The Mobility Plan also includes a Tier 2 bicycle facility along the eastern portion of Santa Monica BI from the Sepulveda BI to Westwood BI. Tier 2 and Tier 3 facilities may be implemented as Class II striped bicycle lanes or shared bus/bike lanes. The existing facility meets this requirement.

Pedestrian Facilities

There are no curb extensions along the Santa Monica BI Corridor. There is a pedestrian safety island at the intersection of Santa Monica BI and 16th St.

Figure 48. Santa Monica Corridor: Existing and Planned Bicycle Facilities



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On-street Parking and Curbside Uses

On-street Parking overview

The different types of available on-street parking are shown in **Figure 49** and described below.

Metered Parking

Metered parking is present along:

- **Eastern portion of Santa Monica BI** adjacent to South Beverly Glen BI, Westwood BI, Camden Ave, and between Kelton Ave and Greenfield Ave. Strathmore PI and Wilshire BI
- **Western portion of Santa Monica BI** between Centinela Ave and Chelsea Ave, and between 20th St and 5th St with intermittent breaks along some blocks

Time-Restricted Parking

There is no time-restricted parking along the Santa Monica BI corridor.

Residential Preferential Parking District

There are no residential parking districts located along the Santa Monica BI Corridor.

Curbside Bus Stop Pockets

There are curbside bus stop pockets located along the eastern section of Santa Monica BI on the western sides of the intersections with Overland Ave and Century Park W, and on the eastern sides of the intersections with Westholme Ave and Thayer Ave.

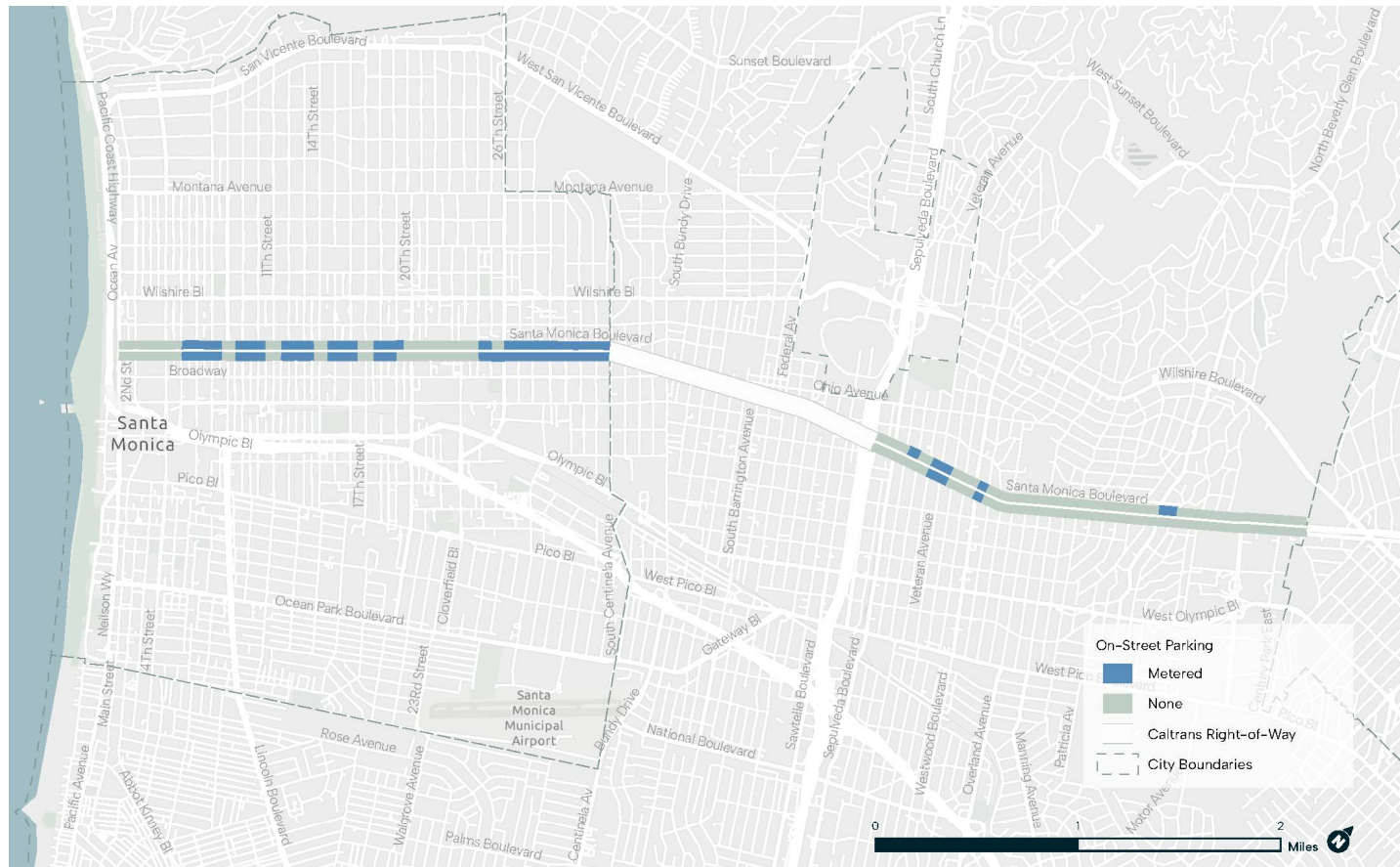
Loading Zones

There are loading zones located along the western section of Santa Monica BI between 5th St and 4th St.

Neighborhood-Serving Retail and Active Ground-Floor Uses

Neighborhood-serving retail is present along the entirety of the western Santa Monica BI segment west of Bundy Dr. There is also neighborhood-serving retail along the eastern portion adjacent to Century City Mall and between Cotner Ave and Veteran Ave.

Figure 49. Santa Monica Corridor: On-Street Parking and Neighborhood-Serving Retail

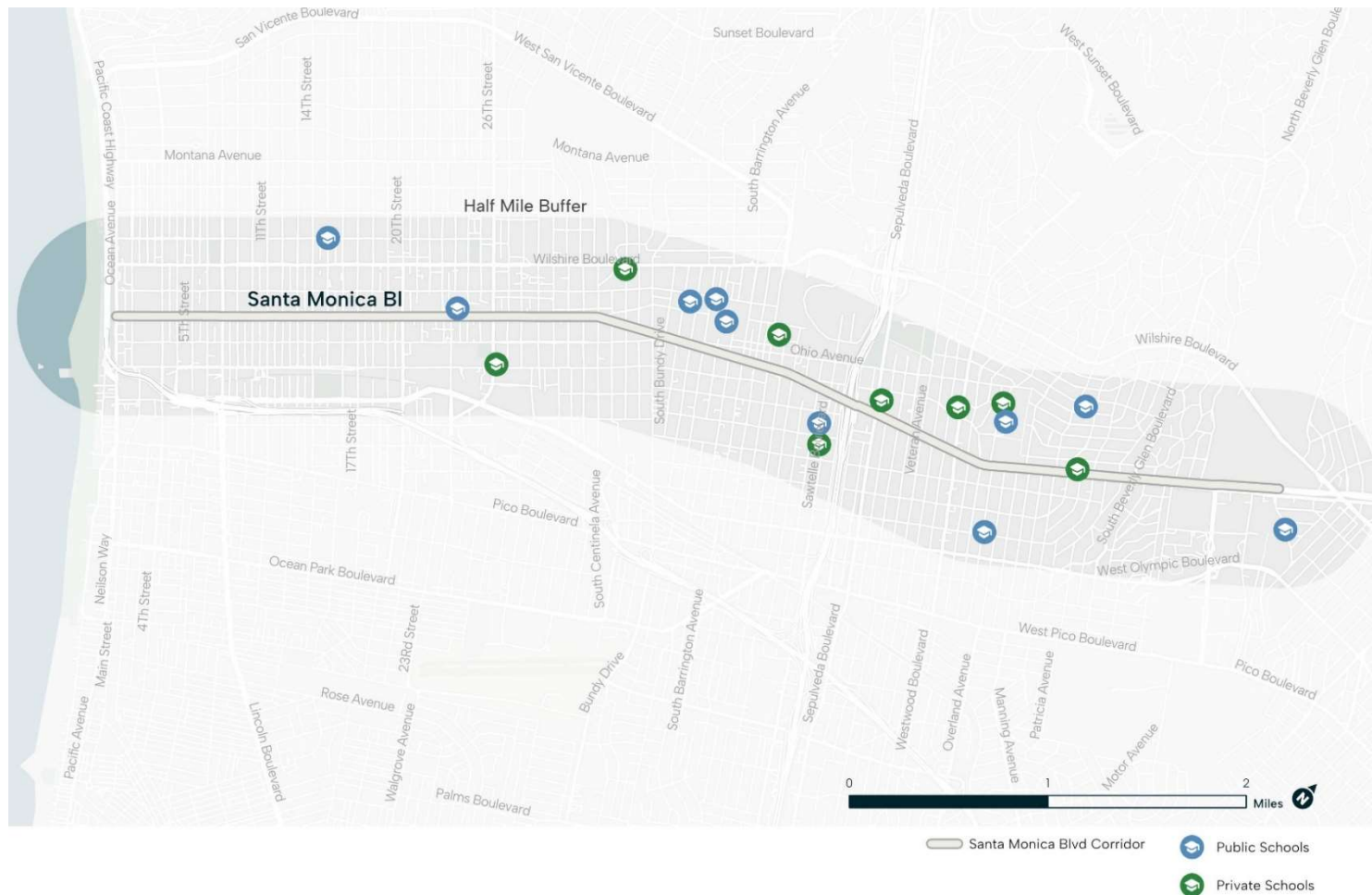


Santa Monica Blvd Corridor – On-Street Parking

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Note: North side is Loading Only 6am–10am between 3rd St to 4th Ct.

Figure 50. Santa Monica BI Corridor: School Locations within a Half-Mile Buffer



Santa Monica Blvd Corridor – School Locations

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Note: Public schools include preschool, elementary, middle, and high school. Private schools include religious, special education, college preparation, Montessori, adult education, early intervention/child development centers, and homeschool.

On-street Parking Utilization Observations

In general, parking utilization rates were medium to high along most of the western segment of Santa Monica Bl. Most of the eastern segment includes a frontage road where most on-street parking occurs; however, these frontage roads were not included in the existing conditions analysis for this project. Some smaller portions of the western segment, particularly between 26th St and Centinela Ave, had lower midday parking occupancy. The fieldwork team observed limited illegal parking activity during peak hours, such as double parking, though this activity was not concentrated in a single location or time period.

Eastern Segment (Moreno St to Cotner Ave)

In general, there was very little on-street parking available along the eastern segment due to the presence of a frontage road. The limited portions of eastbound and westbound travel lanes, such as those adjacent to Veteran Ave and Westwood Bl, had low parking occupancy during the midday period. The only segment with high on-street parking occupancy was the westbound segment adjacent to the South Beverly Glen Bl intersection.

Western Segment (Centinela Ave to Ocean Ave)

Medium/High Occupancy: On both sides of the street, there was medium to high parking occupancy between 5th St and 7th St, between 11th St and 19th St, and between Chelsea Ave and 26th St. On the westbound side of the street, there was high parking occupancy between 26th St and Harvard St.

Low Occupancy: On both sides of the street, there was low parking occupancy between Harvard St and Centinela Ave. On the eastbound side of the street, there was low parking occupancy between Lincoln Bl and 10th St. On the westbound side of the street, there was medium parking occupancy between Lincoln Bl and 10th St.

Traffic Conditions

Field observations conducted on a typical weekday identified notable congestion near the I-405 on- and off-ramps, and during the PM peak hours in both directions within the City of Santa Monica and adjacent to the Century City Mall. Overall, peak-hour congestion along this corridor was less pronounced than that observed along the La Cienega Bl and Sepulveda Bl corridors. No significant bottlenecks related to construction were observed, but there was school-related activity that was present during the AM peak near Moreno Street associated with Beverly Hills High School. Pedestrian activity along this corridor was higher than that observed along the Sepulveda Bl and La Cienega Bl corridors.

Intersection Operations Review

This section summarizes preliminary findings from the intersection operations analysis. Only major intersections (two arterials) with significant constraints or special cases are summarized below. The results described are based on the worst of either the AM or PM peak period.

Note: The operations analysis at this stage excludes a portion between Centinela Avenue and I-405, which is under construction for transit and safety improvements by a concurrent Caltrans project.

Table 16. Santa Monica BI Corridor Intersection Operations Review

Intersection	Westbound Approach	Eastbound Approach	Other Variables
Santa Monica BI / Moreno Dr	WB approach widens downstream of intersection from two lanes to three.	Existing center transitway merges into EB flow.	–
Santa Monica BI / Century Park East	WB bus stop is farside turnout with bus crossing over bikeway.	EB buses in center running transitway with special signal phasing.	–
Santa Monica BI / Ave of the Stars	WB bus stop is farside turnout with bus crossing over bikeway.	EB buses to center running transitway with special signal phasing.	–
Santa Monica BI / Century Park West	WB bus stop is farside turnout with bus crossing over bikeway.	EBR short turn pocket with overlap phase. High demand and long queues for turn pocket. Bus stop is farside, relatively short segment near to mall valet driveway. Buses must transition three lanes east to center bus lane downstream.	–
Santa Monica BI / Beverly Glen BI	WBR wide geometry, overlap phase. WBR lane crosses bike lane. Bus stop is farside.	EBR slip lane/merge with frontage road. Bus stop is farside.	Poor preliminary LOS result overall. Updated counts may be desired at this location to properly evaluate priority approach lane and phasing configuration. Additional simulation analysis may be required for further design input. Protected left turn phases all directions.
Santa Monica BI / Overland Ave	WB bus stop is farside turnout with bus crossing over bikeway.	EB bus stop is nearside in turnout with existing signalized queue jump. Geometry not available for farside bus stop. EBR slip lane/merge with frontage road.	–

Intersection	Westbound Approach	Eastbound Approach	Other Variables
Santa Monica Bl / Westwood Bl	Skewed WB approach geometry with wide WBR turn pocket crossing over bike lane, overlap phasing. WBR overlap phase. Big Blue Bus Line 1 enters corridor SBR from Westwood. Bus stop is farside between gas station driveway and frontage road entrance.	Skewed EB approach geometry with wide EBR turn pocket crossing over bike lane and merging with frontage road, plus curbside parking. EBR overlap phase. Big Blue Bus Line 1 turns EBL from Santa Monica Bl to Westwood Bl. EBL turn pocket observed in field to be starved by EBT queue depending on corridor operations.	Poor preliminary LOS result overall. Updated counts may be desired at this location to properly evaluate priority approach lane and phasing configuration. Additional simulation analysis may be required for further design input. Protected left turn phases all directions. Concurrent LADOT project on Westwood Bl in design phase to add transit, bicycle and safety improvements.
Santa Monica Bl / Veteran Ave	Skewed WB approach geometry with wide WBR turn pocket crossing over bike lane, overlap phasing. WBR overlap phase. Bus stop is farside between driveway and frontage road entrance.	Skewed EB approach geometry with wide EBR turn pocket crossing over bike lane and merging with frontage road, plus curbside parking. Bus stop is nearside.	-

Intersection	Westbound Approach	Eastbound Approach	Other Variables
Sepulveda BI / Santa Monica BI	WBR turn pocket crosses over bike lane. WBR overlap phase. WB approach queues affected by downstream congestion and weaving for I-405 ramps. WB bike lane ends at intersection. WB bus stop is farside out of travel lane (striped as minor right turn pocket).	EBR turn pocket with overlap phase. EB bike lane begins downstream of intersection. EB bus stop is farside. Higher frequency Metro Line 4 service begins eastbound from here.	Heavy east/west traffic demand. Intersection of two Project corridors. Traffic flow heavily affected by east-west signal progression and queues bound for I-405 ramps. Preliminary LOS result is not reflective of typical field conditions. Updated counts may be desired at this location to properly evaluate priority approach lane and phasing configuration. Additional simulation analysis may be required for further design input. East/west lefts protected phases. East/west right turn overlap phases.
Santa Monica BI / Cotner Ave (I-405 NB)	WBR turn pocket very short despite heavy demand to I-405. Not striped as double-right lane (compare to Wilshire-NB ramps) but may operate as such typically. Has been affected by partial lane closure for downstream construction since at least fall 2025. Based on historical Google StreetView, was previously explicitly striped as single right turn pocket and a through lane, but through lane striping was removed in 2014. WB approach heavily affected by ramp demand and operation at interchange. WBR demand may be starved by through queues given extremely short length.	EB operation heavily affected by signal progression, ramp clearance. NB off-ramp and SB on-ramp (at Beloit) demand sometimes block intersection. Dual EBL turn pocket with protected phase.	East extent of concurrent Caltrans safety and transit improvements project under construction. Updated counts may be desired at this location to properly evaluate priority approach lane and phasing configuration. Additional simulation analysis may be required for further design input.

Intersection	Westbound Approach	Eastbound Approach	Other Variables
Santa Monica BI / Beloit Ave (I-405 SB)	WBL dual lane turn pocket with protected phasing. WBT curb lane has been closed due to downstream construction since at least fall 2025. WB approach operation heavily affected by ramp demand and signal progression.	EB curbside lane is shared through-right for SB freeway on-ramp, queues back beyond upstream intersection at peak. Through lane is added for downstream EBL to NB freeway.	Updated counts may be desired at this location to properly evaluate priority approach lane and phasing configuration. Additional simulation analysis may be required for further design input.
Santa Monica BI / 26th Street	WB bus stop is nearside. Lane narrows downstream.	EB bus stop is nearside with narrow sidewalk.	City of Santa Monica concurrent project under study/conceptual design for safety improvements throughout corridor.
Santa Monica BI / Cloverfield-23rd St	WB bus stop is nearside. Downstream of Cloverfield curb lane carries "jog" of NB traffic from Cloverfield to 23 rd Street. WB queue affected by Cloverfield-23 rd demand and coordinated operations.	EB bus stop is farside. EB approach at 23 rd and operation through Cloverfield affected by Cloverfield-23 rd demand and coordinated operations.	Narrow portion of corridor with north-south traffic pattern briefly jogging across Santa Monica BI. Only two lanes in each direction to carry both through and turning volumes.
Santa Monica BI / 20th St	WB bus stop is farside. WB approach volumes affected by peak WBR demand in shared through-right curb lane. Some curbside pick-up/drop-off observed in travel lane at medical offices.	-	-
Santa Monica BI / 17 th St	-	-	Intersection of north-south bikeway.
Santa Monica BI / 14 th St	-	EB bus stop is nearside between gas station driveways.	Intersection of north-south bikeway.
Santa Monica BI / 11 th St	-	EB bus stop is nearside between gas station driveways.	Intersection of north-south bikeway.

Intersection	Westbound Approach	Eastbound Approach	Other Variables
Santa Monica BI / Lincoln BI	WB bus stop is nearside in WBR turn pocket. WB lane alignment shifts on approach from 9 th Street, curb lane becomes “trap lane” for WBR, left lane diverges to WBL and WBT. WBR overlap phase.	EB bus stop is nearside in wide curb lane shared through-right.	-
Santa Monica BI / 6 th St	Previously, all WB buses turned left onto 6 th to Broadway. As of March, 2026, all buses now turning left at 4 th St.	EB bus stop is nearside in wide curb lane shared through-right.	City of Santa Monica modified signage at 4 th St to permit buses to turn WBL. As of March, 2026, no other design changes were implemented.
Santa Monica BI / 4 th St	WB approach widens from one to two through lanes. Transit-only WBL may be technically feasible but lane alignment could block buses from reaching pocket without more significant redesign. May require signal mod.	EB curb lane existing bus only to 5 th St.	See note above.

Preliminary Recommendations

This section summarizes the overall findings and recommendations. First, we review the primary elements that should affect the design assumptions for transit lanes and identify a 10% design configuration for each corridor. This first stage advises on the configuration of all segments not off-ramped due to concurrent projects or due to insufficient transit service. A second step acknowledges that beyond the 10% design phase, only a portion of the total project can advance to 30% and final design as a near-term quick-build project. The second step identifies specific segments of the corridors to consider for final design in the near-term. All other segments would be shifted to a later implementation phase. These recommendations are for the WSCCOG to consider for adoption.

Each corridor can support bus only lanes, and may benefit from specific queue jump or other transit priority strategies throughout. Although some segments may require trade-offs for on-street parking or some traffic congestion and queueing as a result of transit priority, each corridor could benefit substantially in reducing transit travel times with end-to-end bus lanes.

An overall strategy for stakeholders to consider is the use of leading pedestrian interval (LPI) timing at many of these intersections to implement a signalized transit queue jump. In the Los Angeles region, typical LPI implementation gives a 4-second advance pedestrian time while all other traffic movements remain red. For transit along the corridor, there should be no conflict to allow buses to proceed into the intersection during the LPI timing, which reduces delay for any buses at the signal by up to 4 seconds and has no further negative effect on traffic. This could be accomplished through the use of a “motorman’s” or transit-style signal head. These improvements are not noted individually in the memo as they are applicable at many locations. This solution would not be appropriate anywhere that bus routes are turning, . It may also not be sufficient in selected locations described in this memo where a truly transit-exclusive signal phase would be needed for a more complex movement such as crossing over to the center of the downstream segment or potentially making a left turn from a transit-only lane.

Each of the three corridors is presented in the following sections with a table that lists the segments with a recommendation for the peak-period recommended lane configuration, and the priority type:

1. All-Day Transit Priority
2. Peak-Focused Transit Priority (bus lane would only be in force during peak hours)
3. Operational Monitoring Needed (bus lane may be valuable all day, but removing on-street parking without identifying nearby alternatives could be a limitation)
4. No Bus Lane (only in special cases)

Alternatives Not Deemed Quick-Build

The following design approaches were evaluated conceptually during corridor development. While each may offer potential long-term transit benefits, they require capital reconstruction, signal system modifications, or operational changes that exceed the implementation framework, schedule, and budget parameters of the Westside Bus Connection Project. As such, they may be considered for longer term recommendations, but are not appropriate for the quick-build approach.

Center-Running Bus Lanes

Center-running bus lanes were initially considered because they reduce curbside conflicts such as parking maneuvers, loading activity, right turns, and driveway access, and can provide improved travel time reliability in constrained corridors. However, implementing a center-running configuration would require substantial geometric and operational modifications beyond striping and signing.

In corridors that currently operate with two-way left-turn lanes, conversion of the center lane to bus-only use would eliminate midblock left-turn access and materially alter driveway and property access patterns. Additionally, center-running operations require construction of median boarding platforms, new ADA-compliant pedestrian crossings, protected signal phasing, and dedicated bus movements at intersections. These elements constitute capital-level roadway reconstruction and signal redesign.

Given the scale of infrastructure modifications required, this alternative is not consistent with the quick-build delivery approach of the Westside Bus Connection Project and would be more appropriately considered as part of a future capital improvement program.

Center-Running Interchangeable (Reversible) Bus Lane

A center-running reversible bus lane was conceptually evaluated as a means of allocating transit priority dynamically in the peak direction of travel. While this approach could theoretically maximize constrained roadway width, it introduces significant operational and infrastructure complexity, including dynamic lane control systems, specialized signal phasing, additional detection equipment, and extensive signing and enforcement requirements.

As with any center-running treatment, implementation would remove existing two-way left-turn lane access where currently provided. Furthermore, the reversible nature of the facility would require signal controller modifications and detection updates at each signalized intersection along the corridor. These system-wide signal upgrades and operational adjustments exceed the scope, schedule, and budget parameters of the Project.

Accordingly, this alternative is not being advanced and may be considered only as part of a longer-term capital strategy.

Major Lane Shifting to Provide a Single Directional Bus Lane

Significant roadway reallocation to provide a single dedicated bus lane in one direction was considered as a strategy to prioritize dominant transit flows while minimizing total lane removal. However, this approach requires major cross-section shifts along extended segments, including full re-striping, reconfiguration of turn pockets, and modification of intersection operations.

Substantial lane shifting would likely necessitate signal timing adjustments and reconstruction or relocation of existing traffic detection loops at each signalized intersection to maintain proper operation. In corridors with closely spaced signals, this would effectively represent a corridor-wide signal system modification rather than a localized striping adjustment.

The scale of signal modifications and engineering coordination required exceeds the intended quick-build framework of the Westside Bus Connection Project. Therefore, this alternative is not being advanced at the 10% stage and may be more appropriate for a future capital project.

Corridor Screening and Recommendations

The following sections summarize the Project Team’s method for making recommendations and the additional qualitative assessments that informed refinement of the tier rankings.

Additional Assessments for Recommendations

In addition to the quantitative prioritization analysis, the Project Team conducted supplemental corridor-level assessments to ensure recommendations align with the broader objectives of the Westside Bus Connection Project. While peak-period speed, reliability metrics, and operational feasibility formed the basis of the tier assignments, these data points alone do not fully capture corridor functionality, implementation practicality, or long-term transit benefit.

Accordingly, the Project Team evaluated corridor continuity, interaction with existing and programmed projects, jurisdictional constraints, and overall network performance to refine and contextualize the initial rankings.

While the quantitative prioritization matrix provides a data-driven ranking based on speed and reliability, isolated “hot spots” do not necessarily produce meaningful corridor-level improvement if treated independently. Transit travel time reliability is most effectively enhanced when priority treatments are provided over continuous and predictable segments rather than fragmented blocks.

Therefore, in addition to ranking segments based strictly on peak-period degradation, the Project Team evaluated opportunities to create continuous and implementable bus-priority corridors. In some cases, segments that do not show high need for the quick-build phase of the Project may be advanced in order to:

- Maintain geometric and operational continuity between higher-priority segments,
- Avoid short gaps that would require buses to merge in and out of priority lanes,
- Improve clarity for users and enforcement,
- Deliver measurable corridor-level travel time savings rather than isolated improvements.

This approach ensures that the Westside Bus Connection Project functions as an integrated corridor strategy rather than a collection of discrete treatments.

La Cienega Corridor Findings

Overall, La Cienega has the greatest difference between off-peak speeds and peak slow speeds. There are several segments where special treatment is needed. At the north end of the corridor, transitioning the northbound buses to the end of route turnaround will require signaling strategies rather than bus lanes. In the middle of the corridor, the bus transitions from La Cienega to other streets briefly, which involves several turns and also crosses the busy I-10 interchange. A combination of bus lanes and signaling strategies will benefit the corridor most in those areas. Where the corridor transitions towards Jefferson Bl, the route briefly operates on Obama Bl and a quick-build bus only lane strategy in that segment is not feasible. From Overland Ave south, corridor speeds and performance drops significantly.

On Jefferson Bl between La Cienega Bl and Overland Ave, Culver CityBus Line 4 operates hourly headways which is well below the typical threshold for converting existing roadway to dedicated bus lanes. No other revenue bus service operates in this segment. In discussion with staff, the City does plan on enhancing the frequency of Line 4 to every 15 minutes. The Culver CityBus yard is located on Jefferson Bl just south of Duquesne Ave, so all non-revenue operation uses some portion of Jefferson Bl. This segment could eventually transition to all-day bus lanes by converting a general purpose lane and preserving on-street parking for the nearby parks, but this strategy is not recommended while bus service operates only once an hour.

Table 17. La Cienega BI Corridor – Lane Configuration and Bus Priority Recommendation

Street	From St	To St	Segment Length (feet)	Curb to Curb Width (ft)	Direction	# Through Lanes	Peak Period Recommendation	Midday Priority Evaluation	Qualitative Review / Physical Constraints	Bus Priority Type Recommendation
La Cienega BI	Sunset BI	Holloway Dr	Early Offramp Segment							
La Cienega BI	Holloway Dr	Romaine St	629	62	NB	2	Special Case	N/A	All buses turn left to Holloway, a NB bus lane would not benefit any existing service. Exclude northbound bus lane but consider northbound queue jump approach at Santa Monica BI	No Bus Lane
					SB	2	1 Thr Lane + 1 Curbside Bus Lane	N/A	Initial traffic operations indicate further analysis of lane configurations needed.	All-Day Transit Priority
La Cienega BI	Romaine St	Beverly Pl	4495	67-72	NB	2	1 Thr Lane + 1 Bus Lane	Both Preserved	This segment has the opportunity to restripe the curb-to-curb space to accommodate one through lane, one bus lane, and on-street parking in each direction, as well as a median.	All-Day Transit Priority
					SB	2	1 Thr Lane + 1 Bus Lane	Both Preserved		All-Day Transit Priority
La Cienega BI	Beverly Pl	Beverly BI	198	74	NB	3	1 Thr Lane + 1 Curbside Bus Lane	N/A	Segment widens southbound, transition to curbside bus lane.	All-Day Transit Priority
					SB	3	2 Thr Lanes + 1 Curbside Bus Lane	N/A		All-Day Transit Priority
La Cienega BI	Beverly BI	Blackburn Ave	1310	79	NB	3	2 Thr Lanes + 1 Curbside Bus Lane	N/A	Northbound curbside bus lane will overlap existing right turn pocket; will require signal modification due to overlap.	All-Day Transit Priority
					SB	3	2 Thr Lanes + 1 Curbside Bus Lane	N/A		All-Day Transit Priority
La Cienega BI	Blackburn Ave	4th St	393	69	NB	3	2 Thr Lanes + 1 Curbside Bus Lane	N/A		All-Day Transit Priority
					SB	3	2 Thr Lanes + 1 Curbside Bus Lane	N/A		All-Day Transit Priority
La Cienega BI	4th St	Clifton Way	714	75	NB	3	2 Thr Lanes + 1 Curbside Bus Lane	N/A	Consider relocation of northbound bus stops: Retain San Vicente <u>farside</u> , relocate San Vicente <u>nearside</u> to Clifton Way <u>farside</u> (San Vicente has northbound bus stops on both sides of the wide intersection)	All-Day Transit Priority
					SB	3	2 Thr Lanes + 1 Curbside Bus Lane	N/A		All-Day Transit Priority
La Cienega BI	Clifton Way	Gregory Way	2458	69	NB	3	2 Thr Lanes + 1 Curbside Bus Lane	Operational Monitoring Needed	Future D Line station connection at Wilshire BI.	Operational Monitoring Needed
					SB	3	2 Thr Lanes + 1 Curbside Bus Lane	Operational Monitoring Needed	Future D Line station connection at Wilshire BI.	Operational Monitoring Needed

Street	From St	To St	Segment Length (feet)	Curb to Curb Width (ft)	Direction	# Through Lanes	Peak Period Recommendation	Midday Priority Evaluation	Qualitative Review / Physical Constraints	Bus Priority Type Recommendation
La Cienega Bl	Gregory Way	Olympic Bl	1110	70	NB	3	2 Thr Lanes + 1 Curbside Bus Lane	Operational Monitoring Needed	La Cienega Park between Gregory Wy and Olympic Bl has on-street meters northbound only. Investigate maintaining parking for off-peak times. City has a parking structure on the west side of the street.	Operational Monitoring Needed
					SB	3	2 Thr Lanes + 1 Curbside Bus Lane	N/A		All-Day Transit Priority
La Cienega Bl	Olympic Bl	Pico Bl	2266	68	NB	3	2 Thr Lanes + 1 Curbside Bus Lane	Transit		All-Day Transit Priority
					SB	3	2 Thr Lanes + 1 Curbside Bus Lane	Transit		All-Day Transit Priority
La Cienega Bl	Pico Bl	Airdrome St	2290	70	NB	3	2 Thr Lanes + 1 Curbside Bus Lane	Transit		All-Day Transit Priority
					SB	3	2 Thr Lanes + 1 Curbside Bus Lane	Transit		All-Day Transit Priority
					NB	3	2 Thr Lanes + 1 Curbside Bus Lane	Parking		Peak-Focused Transit Priority
La Cienega Bl	Airdrome St	Cadillac Ave	3284	79	SB	3	2 Thr Lanes + 1 Curbside Bus Lane, from Airdrome St to Guthrie Ave	Operational Monitoring needed	South of Guthrie Ave, southbound buses need to shift left for SBL turn to Cadillac Ave. Signalized queue jump for southbound buses at Guthrie Ave to shift left for turn at Cadillac Ave.	Operational Monitoring Needed
Cadillac Ave	La Cienega Bl	Venice Bl	1004	68	WB	2	1 Thr Lane + 1 Curbside Bus Lane	N/A	Westbound on Cadillac Ave is a short stretch of 4-hour parking and EV charger, and long stretch of white curb. Hospital has two on-site garages and multiple on-site loops for pick-up. Recommend remove limited parking over converting GP lane.	All-Day Transit Priority
					EB	2	1 Thr Lane + 1 Bus Lane	Both Preserved	Southbound (eastbound on Cadillac) buses turn left to Venice Bl. Reconfigure double EBL to make space for short transit-only LT turn lane and extend LT pockets.	All-Day Transit Priority
Venice Bl	Cadillac Ave	Fairfax Ave	Early Offramp Segment – bus infrastructure planned by a separate project							
Fairfax Ave	Venice Bl	Electric Dr	1533	64	NB	2	1 Thr Lane + 1 Curbside Bus Lane	N/A	Northbound bus would need to get from curb to NBL lane to Venice Bl or special signal operations.	All-Day Transit Priority
					SB	2	1 Thr Lane + 1 Curbside Bus Lane	N/A	Consider closing SBL to Electric Dr if space is needed for bus lanes. Southbound bus lane should shift to accommodate SBR turns to on-ramp. Consider restriping center turn lane throughout.	All-Day Transit Priority

Street	From St	To St	Segment Length (feet)	Curb to Curb Width (ft)	Direction	# Through Lanes	Peak Period Recommendation	Midday Priority Evaluation	Qualitative Review / Physical Constraints	Bus Priority Type Recommendation
Fairfax Ave	Electric Dr	Washington Bl	599	64	NB	2	1 Thr Lane + 1 Curbside Bus Lane	N/A	To avoid significant peak bottleneck at Fairfax merge, consider rerouting southbound buses to Washington-La Cienega, taking advantage of Culver City planned bus lane extension.	All-Day Transit Priority
					SB	2	1 Thr Lane + 1 Curbside Bus Lane	N/A		All-Day Transit Priority
Washington Bl	Fairfax Ave	La Cienega Bl	Early Offramp Segment – bus infrastructure planned by a separate project							
La Cienega Bl	Washington Bl	S Fairfax Ave	1225	80	NB	3	2 Thr Lanes + 1 Curbside Bus Lane	Transit		All-Day Transit Priority
					SB	3	2 Thr Lanes + 1 Curbside Bus Lane	Transit		All-Day Transit Priority
La Cienega Bl	S Fairfax Ave	Obama Bl	2991	84	NB	3	2 Thr Lanes + 1 Curbside Bus Lane	N/A	Special treatment at NB diverge from La Cienega Bl to Fairfax Ave required. Bus would transition from curb across Fairfax split, or northbound buses must continue up Fairfax Ave as in existing. Fairfax Ave only 24’ wide at La Cienega Bl gore point.	All-Day Transit Priority
					SB	3	2 Thr Lanes + 1 Curbside Bus Lane	N/A	Heavy turning movements at La Cienega/Jefferson intersection. Metro service turns <u>left</u> at Obama Bl; Culver City bus turns <u>right</u> towards Jefferson Bl. Note, SB bus stop at Clemson St is <u>nearside</u> (to facilitate Metro shifting to SBL towards Obama Bl.) in narrow SBR turn pocket. Southbound bus lane should end at approach to Obama Bl.	All-Day Transit Priority
Obama Bl	La Cienega Bl	Lenawee Ave	1,035	77	EB/WB	3	Special Case	N/A	Culver City buses in both directions have to shift over 2-3 lanes for left turns. No curbside bus lanes on Obama Bl. Consider a queue jump and signaling solutions at Kalsman Dr. to get buses in both directions shifted to left turns at Jefferson Bl or La Cienega Bl.	No Bus Lane
Obama Bl	Lenawee Ave	Jefferson Bl	422		EB/WB	1	Special Case	N/A		No Bus Lane
Jefferson Bl	Obama Bl	S College Bl	5806	75-83	NB/SB	2	Recommend off-ramping this segment due to bus speeds, infrequent service, and high-demand parking.			

Street	From St	To St	Segment Length (feet)	Curb to Curb Width (ft)	Direction	# Through Lanes	Peak Period Recommendation	Midday Priority Evaluation	Qualitative Review / Physical Constraints	Bus Priority Type Recommendation
Jefferson Bl	S College Bl	N Salem Village Ct	3162	80	NB/SB	2	Recommend off-ramping this segment due to bus speeds, infrequent service, and high-demand parking. Consider selective restriping and queue jump opportunities approaching College Bl in both directions. Southbound buses transition to left turn approaching Overland.			
Jefferson Bl	Overland Ave	Cota St	1588	76	NB	2	1 Thr Lane + 1 Curbside Bus Lane	N/A	Significant right-turning traffic sharing one of two through-lanes (Raintree Plaza, Overland)	All-Day Transit Priority
					SB	2	1 Thr Lane + 1 Curbside Bus Lane	Operational Monitoring Needed		Operational Monitoring Needed
Jefferson Bl	Cota St	Sawtelle Bl	1647	87	NB	2	1 Thr Lane + 1 Curbside Bus Lane	N/A	NB is likely to have heavy right turn conflicts to shopping plazas. Bus needs to stay curbside to serve stops.	All-Day Transit Priority
					SB	2	1 Thr Lane + 1 Curbside Bus Lane	Transit	Consider southbound approach to Machado Road potential to transition to through queue-jump and separated right turn pocket.	All-Day Transit Priority

Table 18. La Cienega BI Corridor – Midday Parking and Transit Priority Evaluation

Southbound/Eastbound				Street Segment			Northbound/Westbound			
Midday Priority Evaluation	Midday Observed Parking Occupancy*	Midday Reliability	Midday Average Transit Speed	Street	From St	To St	Midday Average Transit Speed	Midday Reliability	Midday Observed Parking Occupancy*	Midday Priority Evaluation
Early Offramp Segment				La Cienega Bl	Sunset Bl	Holloway Dr	Early Offramp Segment			
N/A	N/A	Medium	6.9	La Cienega Bl	Holloway Dr	Romaine St	13.1	Medium	N/A	N/A
Both Preserved	2	Medium	12.2	La Cienega Bl	Romaine St	Melrose Pl	12.1	Medium	2	Both Preserved
Both Preserved	2-3	Medium	11.4	La Cienega Bl	Melrose Pl	Rosewood Ave	11.2	Medium	2-3	Both Preserved
Both Preserved	2	Medium	10.9	La Cienega Bl	Rosewood Ave	Beverly Pl	13.1	Medium	2	Both Preserved
N/A	N/A	Medium	9.1	La Cienega Bl	Beverly Pl	Beverly Bl	6.7	Medium	N/A	N/A
N/A	N/A	Medium	7.8	La Cienega Bl	Beverly Bl	Blackburn Ave	6.7	Medium	N/A	N/A
N/A	N/A	Medium	7.5	La Cienega Bl	Blackburn Ave	4th St	7.8	Medium	N/A	N/A
N/A	N/A	Medium	8.8	La Cienega Bl	4th St	Clifton Way	10.4	Medium	N/A	N/A
Operational Monitoring needed	3	Medium	10.0	La Cienega Bl	Clifton Way	Gregory Way	8.0	Medium	3	Operational Monitoring needed
N/A	N/A	Low	11.6	La Cienega Bl	Gregory Way	Olympic Bl	8.7	Low	3	Operational Monitoring needed
Transit	1	Medium	8.9	La Cienega Bl	Olympic Bl	Pico Bl	9.1	Medium	1	Transit
Transit	1	Medium	12.2	La Cienega Bl	Pico Bl	Airdrome St	11.4	Medium	1	Transit
Operational Monitoring needed	3	High	7.9	La Cienega Bl	Airdrome St	Cadillac Ave	10.7	High	2	Parking
Both Preserved	2	Low	6.2	Cadillac Ave	La Cienega Bl	Venice Bl	10.0	Low	N/A	N/A
Early Offramp Segment				Venice Bl	Cadillac Ave	Fairfax Ave	Early Offramp Segment			
N/A	N/A	Medium	10.5	Fairfax Ave	Venice Bl	Electric Dr	10.5	Medium	N/A	N/A
N/A	N/A	Medium	14.6	Fairfax Ave	Electric Dr	Washington Bl	12.3	Medium	N/A	N/A
Early Offramp Segment				Washington Bl	Fairfax Ave	La Cienega Bl	Early Offramp Segment			
Transit	1	Low	11.7	La Cienega Bl	Washington Bl	Smiley Dr	8.1	Low	1	Transit
Transit	1	Medium	15.8	La Cienega Bl	Smiley Dr	S Fairfax Ave	26.0	Medium	1	Transit
N/A	N/A	Medium	12.6	La Cienega Bl	S Fairfax Ave	Obama Bl	9.1	Medium	N/A	N/A
N/A	N/A	Low	14.0	Obama Bl	La Cienega Bl	Lenawee Ave	10.8	Low	N/A	N/A
N/A	N/A	Medium	12.1	Obama Bl	Lenawee Ave	Jefferson Bl	20.7	Medium	N/A	N/A
N/A	N/A	Medium	16.0	Jefferson Bl	Obama Bl	Holdrege Ave	20.7	Medium	N/A	N/A
Parking	2-3	Medium	34.4	Jefferson Bl	Holdrege Ave	Duquesne Ave	25.3	Medium	2-3	Parking
Parking	2	Low	12.4	Jefferson Bl	Duquesne Ave	N Leash Ln	20.9	Low	2	Parking

Southbound/Eastbound				Street Segment			Northbound/Westbound			
Midday Priority Evaluation	Midday Observed Parking Occupancy*	Midday Reliability	Midday Average Transit Speed	Street	From St	To St	Midday Average Transit Speed	Midday Reliability	Midday Observed Parking Occupancy*	Midday Priority Evaluation
Parking	2	Medium	28.6	Jefferson Bl	N Leash Ln	S College Bl	26.2	Medium	N/A	N/A
Parking	2	High	24.8	Jefferson Bl	S College Bl	N Salem Village Ct	21.1	High	2	Parking
Parking	3	Medium	9.9	Jefferson Bl	N Salem Village Ct	Overland Ave	8.5	Medium	N/A	N/A
Operational Monitoring needed	3	Medium	6.8	Jefferson Bl	Overland Ave	Cota St	4.5	Medium	N/A	N/A
Transit	1	Low	14.8	Jefferson Bl	Cota St	Sawtelle Bl	17.2	Low	N/A	N/A

Notes:
*Observed Parking Occupancy: 1=low, 2=medium, 3=high, N/A=no parking available

Sepulveda Corridor Findings

The Sepulveda BI corridor has significant portions of slow and unreliable performance in specific areas, but the overall corridor design should support all-day bus lanes by converting a general purpose lane in most segments. Some particular constraints are narrow geometry and atypical built environment conditions in the oldest portion of the corridor between Santa Monica BI and Exposition BI which was historically a railroad corridor with light industrial development that has not been consistently modernized. The southern portion of the corridor features a bike lane but also some of the widest cross-sections with the highest traffic demand approaching the airport. At particular locations, one or more Culver City bus routes that operate on the corridor turn off Sepulveda BI briefly while the Rapid route continues straight through, which raises some challenges about buses transitioning to left turn lanes in the southbound direction.

Table 19. Sepulveda BI Corridor – Lane Configuration and Bus Priority Recommendation

Note: Segments with  indicates that LADOT requests upgrade bike lane to protected which reduces available lane widths.

Street	From St	To St	Segment Length (feet)	Curb to Curb Width (ft)	Direction	# Through Lanes	Peak Period Recommendation	Midday Priority Evaluation	Qualitative Review / Physical Constraints	Bus Priority Type Recommendation
Westwood BI	Charles E Young Dr S	Wilshire BI	Early Offramp Segment (UCLA-owned segment with recent multimodal improvements)							
Wilshire BI	Westwood BI	Veteran Ave	Early Offramp Segment (LADOT Concurrent Project)							
Wilshire BI	Veteran Ave	Sepulveda BI	1284	103	WB	4	Special Case	N/A	Project supports need for converting GP lane to all-day bus only (very high frequency bus segment), but design requires Caltrans interface. Significant on/off-ramp traffic weaving and queues will affect effectiveness of design. Culver City and Metro buses turning to/from Sepulveda BI may benefit from signal/queue jump strategies.	Maintain current geometry
					EB	4	Special Case	N/A		Special consideration required
Sepulveda BI	Wilshire BI	Ohio Ave	2557	60-68	NB	2	1 Thr Lane + 1 Bus Lane	Both Preserved	Metro layover zones can be maintained with GP lane conversion to Bus Lane. Recommend “daylighting” driveways with additional red curb for improved safety.	All-Day Transit Priority
					SB	2	1 Thr Lane + 1 Curbside Bus Lane	N/A		All-Day Transit Priority
Sepulveda BI	Ohio Ave	Santa Monica BI	1216	80	NB	2	1 Thr Lane + 1 Bus Lane	Both Preserved	Roadway width increases in this segment. Recommend the same treatment as previous and subsequent segments to maintain continuity.	All-Day Transit Priority
					SB	2	1 Thr Lane + 1 Bus Lane	Both Preserved		All-Day Transit Priority
Sepulveda BI	Santa Monica BI	Mississippi Ave	2718	62	NB	2	1 Thr Lane + 1 Bus Lane	Both Preserved	Asymmetrical parking provided	All-Day Transit Priority
					SB	2	1 Thr Lane + 1 Curbside Bus Lane	N/A		All-Day Transit Priority
Sepulveda BI	Mississippi Ave	W Pico BI	2065	56	NB	2	1 Thr Lane + 1 Curbside Bus Lane	Transit		All-Day Transit Priority

Street	From St	To St	Segment Length (feet)	Curb to Curb Width (ft)	Direction	# Through Lanes	Peak Period Recommendation	Midday Priority Evaluation	Qualitative Review / Physical Constraints	Bus Priority Type Recommendation
Sepulveda Bl	W Pico Bl	Exposition Bl	712	80-82	SB	2	1 Thr Lane + 1 Curbside Bus Lane	N/A	Older industrial development has some parcels with off-street parking backing directly into traffic, no sidewalks. Consider LADOT and business coordination to stripe angled parking on parallel Pontius Ave and reconfigure "off street" parking at select sites for safety.	All-Day Transit Priority
					NB	2	2 Thr Lanes + 1 Curbside Bus Lane	N/A		All-Day Transit Priority
					SB	2	2 Thr Lanes + 1 Curbside Bus Lane	Parking	Short segment with few parking spaces. Adjacent land uses have off-street parking.	All-Day Transit Priority
Sepulveda Bl	Exposition Bl	Pearl St	326	64	NB	2	1 Thr Lane + 1 Curbside Bus Lane	N/A		All-Day Transit Priority
					SB	2	1 Thr Lane + 1 Curbside Bus Lane	N/A		All-Day Transit Priority
Sepulveda Bl	Pearl St	Sardis Ave	1972	60	NB	2	1 Thr Lane + 1 Bus Lane	Both Preserved	Land use shifts to lower-density residential with driveways fronting corridor.	All-Day Transit Priority
					SB	2	1 Thr Lane + 1 Bus Lane	Both Preserved		All-Day Transit Priority
Sepulveda Bl	Sardis Ave	Ihop	550	78	NB	2	1 Thr Lane + 1 Bus Lane	Both Preserved		All-Day Transit Priority
					SB	2	1 Thr Lane + 1 Bus Lane	Both Preserved		All-Day Transit Priority
Sepulveda Bl	Ihop	National Bl	475	74	NB	2	1 Thr Lane + 1 Bus Lane	Both Preserved	Very short segment near a major intersection; recommend using same cross section as north of Ihop to maintain continuity.	All-Day Transit Priority
					SB	2	1 Thr Lane + 1 Bus Lane	Both Preserved		All-Day Transit Priority
Sepulveda Bl	National Bl	Clover Ave	705	78	NB	2	1 Thr Lane + 1 Bus Lane	Both Preserved	Northbound bike lane ends at National	All-Day Transit Priority
					SB	2	1 Thr Lane + 1 Bus Lane	Both Preserved	Bike lane begins from National continuing south	All-Day Transit Priority
Sepulveda Bl	Clover Ave	3420 Sepulveda Bl	2231	74	NB	2	1 Thr Lane + 1 Bus Lane	Both Preserved	Existing bike lanes in both directions	All-Day Transit Priority
					SB	2	1 Thr Lane + 1 Curbside Bus Lane	Both Preserved		All-Day Transit Priority
Sepulveda Bl	3420 Sepulveda Bl	Palms Bl	599	76	NB	2	1 Thr Lane + 1 Bus Lane	Both Preserved		All-Day Transit Priority
					SB	2	1 Thr Lane + 1 Bus Lane	Both Preserved		All-Day Transit Priority

Street	From St	To St	Segment Length (feet)	Curb to Curb Width (ft)	Direction	# Through Lanes	Peak Period Recommendation	Midday Priority Evaluation	Qualitative Review / Physical Constraints	Bus Priority Type Recommendation
Sepulveda Bl	Palms Bl	Charnock	1053	74	NB	2	1 Thr Lane + 1 Curbside Bus Lane	Both Preserved		All-Day Transit Priority
					SB	2	1 Thr Lane + 1 Bus Lane	Both Preserved		All-Day Transit Priority
Sepulveda Bl	Charnock	Venice Bl	1753	76	NB	2	1 Thr Lane + 1 Bus Lane	Both Preserved		All-Day Transit Priority
					SB	2	1 Thr Lane + 1 Curbside Bus Lane	Both Preserved		All-Day Transit Priority
Sepulveda Bl	Venice Bl	Centinela Ave	Early Offramp Segment							
Sepulveda Bl	Centinela Ave	Center Dr	934	116	NB	3	2 Thr Lanes + 1 Bus Lane	N/A		All-Day Transit Priority
					SB	3	2 Thr Lanes + 1 Bus Lane	N/A	Line 6 turns off-corridor briefly; Rapid 6 remains on Sepulveda.	All-Day Transit Priority
Sepulveda Bl	Center Dr	Howard Hughes Pkwy	1162	102	NB	4	3 Thr Lanes + 1 Bus Lane	N/A	Line 6 turns off-corridor briefly; Rapid 6 remains on Sepulveda.	All-Day Transit Priority
					SB	3	2 Thr Lanes + 1 Bus Lane	N/A	Line 6 turns off-corridor briefly; Rapid 6 remains on Sepulveda.	All-Day Transit Priority
					NB	3	2 Thr Lanes + 1 Bus Lane	N/A	Line 6 turns off-corridor briefly; Rapid 6 remains on Sepulveda.	All-Day Transit Priority
Sepulveda Bl	Howard Hughes Pkwy	W 78th St	1879	86	SB	3	2 Thr Lanes + 1 Bus Lane	N/A	HH Pkwy has three westbound left lanes turning to Sepulveda Bl southbound; reducing one receiving lane on Sepulveda would affect triple-left. Non-local airport transit and shuttles (Flyaway, Santa Barbara Airbus, Ventura Airporter, etc.) to/from I-405 enter the corridor here and could also benefit from priority lane.	All-Day Transit Priority
Sepulveda Bl	W 78th St	W 79th St/W 80th St	1101	82	NB	3	2 Thr Lanes + 1 Bus Lane	N/A	LADOT requests upgrade existing bike lane to protected if geometry permits.	All-Day Transit Priority 🚲
					SB	3	2 Thr Lanes + 1 Bus Lane	N/A		All-Day Transit Priority 🚲
Sepulveda Bl	W 79th St/W 80th St	W 84th Pl	1904	82	NB	3	2 Thr Lanes + 1 Bus Lane	N/A		All-Day Transit Priority 🚲
					SB	3	2 Thr Lanes + 1 Bus Lane	N/A		All-Day Transit Priority 🚲
Sepulveda Bl	W 84th Pl	Manchester Ave	686	96	NB	3	2 Thr Lanes + 1 Bus Lane	Both Preserved	Bike lane segment begins northbound.	All-Day Transit Priority 🚲
					SB	3	2 Thr Lanes + 1 Bus Lane	N/A	Bike lane segment ends southbound.	All-Day Transit Priority 🚲

Street	From St	To St	Segment Length (feet)	Curb to Curb Width (ft)	Direction	# Through Lanes	Peak Period Recommendation	Midday Priority Evaluation	Qualitative Review / Physical Constraints	Bus Priority Type Recommendation
Sepulveda Bl	Manchester Ave	Westchester Pkwy	1887	96	NB	3	2 Thr Lanes + 1 Bus Lane	Both Preserved		All-Day Transit Priority
					SB	3	2 Thr Lanes + 1 Bus Lane	Both Preserved	South of La Tijera, all transit routes transition to left turn for Westchester Pkwy. Consider southbound stop relocation to nearside at La Tijera with signalized queue jump phase to facilitate bus transition from right lane to left lane.	All-Day Transit Priority
Westchester Pkwy	Sepulveda Bl / Westchester	Airport Bl	3364	66-80	WB	2	Recommend offramp			
					EB	2	Recommend offramp			
Arbor Vitae St	Airport Bl	Aviation Bl	2728	74-84	WB	2	Recommend offramp			
					EB	2	Recommend offramp			
Aviation Bl	Arbor Vitae St	94th St / Metro Plaza Wy	554	90	WB	2	Recommend offramp			
					EB	2	Recommend offramp			

Table 20. Sepulveda BI Corridor – Midday Parking and Transit Priority Evaluation

Southbound/Eastbound				Street Segment			Northbound/Westbound			
Midday Priority Evaluation	Midday Observed Parking Occupancy*	Midday Reliability	Midday Average Transit Speed	Street	From St	To St	Midday Average Transit Speed	Midday Reliability	Midday Observed Parking Occupancy*	Midday Priority Evaluation
Offramp				Westwood BI	Charles E Young Dr S	Wilshire BI	Offramp			
Offramp				Wilshire BI	Westwood BI	Veteran Ave	Offramp			
N/A	N/A	Medium	13.6	Wilshire BI	Veteran Ave	Sepulveda BI	9.1	Medium	N/A	N/A
N/A	N/A	Medium	25.5	Sepulveda BI	Wilshire BI	Ohio Ave	22.5	Medium	1	Both Reserved
Both Reserved	2	Medium	10.9	Sepulveda BI	Ohio Ave	Santa Monica BI	11.9	Medium	1	Both Reserved
N/A	N/A	Medium	16.6	Sepulveda BI	Santa Monica BI	Mississippi Ave	16.5	Medium	2	Both Reserved
N/A	N/A	Medium	12.3	Sepulveda BI	Mississippi Ave	W Pico BI	11.5	Medium	1	Transit
Parking	3	Medium	10.2	Sepulveda BI	W Pico BI	Exposition BI	12.0	Medium	N/A	N/A
N/A	N/A	Medium	9.2	Sepulveda BI	Exposition BI	Pearl St	15.7	Medium	N/A	N/A
Both Reserved	2	High	31.3	Sepulveda BI	Pearl St	Sardis Ave	30.7	High	3	Both Reserved
Both Reserved	3	High	33.5	Sepulveda BI	Sardis Ave	Ihop	25.9	High	3	Both Reserved
Both Reserved	3	Low	11.5	Sepulveda BI	Ihop	National BI	10.0	Low	3	Both Reserved
Both Reserved	3	Medium	15.0	Sepulveda BI	National BI	Clover Ave	15.4	Medium	1	Both Reserved
Both Reserved	3	High	26.8	Sepulveda BI	Clover Ave	3420 Sepulveda BI	24.9	High	1	Both Reserved
Both Reserved	3	Medium	22.5	Sepulveda BI	3420 Sepulveda BI	Palms BI	13.3	Medium	1	Both Reserved
Both Reserved	3	Medium	14.3	Sepulveda BI	Palms BI	Charnock	14.5	Medium	1	Both Reserved
Both Reserved	3	Medium	19.1	Sepulveda BI	Charnock	Venice BI	16.9	Medium	1	Both Reserved
Offramp				Sepulveda BI	Venice BI	Centinela Ave				Offramp
N/A	N/A	Medium	13.7	Sepulveda BI	Centinela Ave	Center Dr	16.0	Medium	N/A	N/A
N/A	N/A	Low	12.2	Sepulveda BI	Center Dr	Howard Hughes Pkwy	11.6	Low	N/A	N/A
N/A	N/A	Medium	17.1	Sepulveda BI	Howard Hughes Pkwy	W 78th St	12.8	Medium	N/A	N/A

Southbound/Eastbound				Street Segment			Northbound/Westbound			
Midday Priority Evaluation	Midday Observed Parking Occupancy*	Midday Reliability	Midday Average Transit Speed	Street	From St	To St	Midday Average Transit Speed	Midday Reliability	Midday Observed Parking Occupancy*	Midday Priority Evaluation
N/A	N/A	Medium	27.1	Sepulveda Bl	W 78th St	W 79th St/W 80th St	23.9	Medium	N/A	N/A
N/A	N/A	High	28.0	Sepulveda Bl	W 79th St/W 80th St	W 84th Pl	24.9	High	N/A	N/A
N/A	N/A	Low	13.3	Sepulveda Bl	W 84th Pl	Manchester Ave	6.5	Low	3	Both Preserved
Both Preserved	3	Medium	8.3	Sepulveda Bl	Manchester Ave	Westchester Pkwy	7.4	Medium	3	Both Preserved
Offramp	No data	Medium	13.8	Westchester Pkwy	Sepulveda Bl / Westchester	Will Rogers St	13.5	Medium	No data	Offramp
Offramp	N/A	Medium	19.3	Westchester Pkwy	Will Rogers St	LAX Employee Driveway	16.9	Medium	N/A	Offramp
Offramp	N/A	High	19.9	Westchester Pkwy	LAX Employee Driveway	Airport Bl	21.7	High	N/A	Offramp
Offramp	N/A	Medium	19.9	Arbor Vitae St	Airport Bl	Bellanca Ave	17.6	Medium	No data	Offramp
Offramp	N/A		No data	Arbor Vitae St	Bellanca	Portal Ave	No data		N/A	Offramp
Offramp	N/A		No data	Arbor Vitae St	Portal Ave	Aviation Bl	No data		N/A	Offramp
Offramp	N/A		No data	Aviation Bl	Arbor Vitae St	94th St/Metro Plaza Wy	No data		N/A	Offramp

Notes:

*Observed Parking Occupancy: 1=low, 2=medium, 3=high, N/A=no parking available

Santa Monica Corridor Findings

The Santa Monica BI corridor is the second-slowest corridor of the three, with key constraints in a few specific locations. On the west end of the corridor between 17th Street and 26th Street, the narrower cross section is carrying significant traffic at peak times that must use the corridor to access major hospitals and schools nearby. Around the I-405 interchange, transit performance is very poor in the peak periods where freeway ramp demand and circulation heavily affects flow, and some additional design effort would be required to provide effective transit priority. At the eastern portion of the corridor approaching Century City, intersections become much wider and relative delay at individual signals increases.

Table 21. Santa Monica BI Corridor – Lane Configuration and Bus Priority Recommendation

Note: Segments with  indicates that LADOT requests upgrade bike lane to protected which reduces available lane widths.

Street	From St	To St	Segment Length (feet)	Curb to Curb Width (ft)	Direction	# Through Lanes	Peak Period Recommendation	Midday Priority Evaluation	Qualitative Review / Physical Constraints	Bus Priority Type Recommendation
Santa Monica BI	S Moreno Dr	Century Pk E	680	180	EB	4	3 Thr Lanes + 1 Bus Lane	N/A		Maintain Existing Bus Lane 
					WB	4	3 Thr Lanes + 1 Bus Lane	N/A		Maintain Existing Bus Lane 
Santa Monica BI	Century Pk E	Ave of the Stars	1,102	180	EB	4	3 Thr Lanes + 1 Bus Lane	N/A	No new EB bus lane needed east of Westfield driveway. Consider signal and signage strategies to facilitate EB buses to shifting left lane. Heavy right-turns to mall could reduce effectiveness of curbside bus lane.	All-Day Transit Priority 
					WB	3	2 Thr Lanes + 1 Bus Lane	N/A		All-Day Transit Priority 
Santa Monica BI	Ave of the Stars	Century Pk W	1,058	138	EB	4	3 Thr Lanes + 1 Bus Lane	N/A	Heavy right-turns to mall could reduce effectiveness of curbside bus lane.	All-Day Transit Priority 
					WB	3	2 Thr Lanes + 1 Bus Lane	N/A		All-Day Transit Priority 
Santa Monica BI	Century Pk W	Glendon Ave	5598	85-130	EB	3	2 Thr Lanes + 1 Bus Lane	N/A		All-Day Transit Priority 
					WB	3	2 Thr Lanes + 1 Bus Lane	N/A		All-Day Transit Priority 

Street	From St	To St	Segment Length (feet)	Curb to Curb Width (ft)	Direction	# Through Lanes	Peak Period Recommendation	Midday Priority Evaluation	Qualitative Review / Physical Constraints	Bus Priority Type Recommendation
Santa Monica Bl	Glendon Ave	Sepulveda Bl	2633	84-135	EB	3	2 Thr Lanes + 1 Bus Lane	Both Preserved Where Parking Available	Buses are maneuvering significantly from the right lane to the far right bus stop and back.	All-Day Transit Priority 
					WB	3	2 Thr Lanes + 1 Bus Lane	Both Preserved Where Parking Available	Explore signalized queue jumps to help get buses back into flow from far curb; special timing may help eastbound BBB Route 1 get to left turn pocket for Westwood and minimize a major point of poor reliability.	All-Day Transit Priority 
Santa Monica Bl	Sepulveda Bl	Cotner Ave	578	95	EB	3	2 Thr Lanes + 1 Bus Lane	N/A		All-Day Transit Priority
					WB	3	2 Thr Lanes + 1 Bus Lane	N/A		All-Day Transit Priority
Santa Monica Bl	Cotner Ave	Centinela Ave	Early Offramp Segment – bus infrastructure planned by a Caltrans project. - Between Sawtelle Bl and Sepulveda Bl, freeway ramp traffic demand in both directions is high and storage for left and right turns is insufficient, leading to long queues and frequent traffic “cut-in.”. A traditional curbside bus lane may not be effective because it will be shared with right-turning queues. - Eastbound, from Sawtelle Bl nearside bus stop, explore signalization option to get transit at least one lane away from curb (avoid EBR queue to ramp). With traffic analysis, explore potential closure of WBL to Sawtelle Bl to open space for bus queue jump through interchange. - Westbound approaching Cotner, consider how shared bus and right turn lanes could create a pocket approach to get bus around WBR queue.							
Santa Monica Bl	Centinela Ave	Harvard St	2,012	76	EB	2	2 Thr Lanes + 1 Curbside Bus Lane	Parking	Parking available along intersecting streets. Adjacent land uses have off-street parking.	All-Day Transit Priority
					WB	2	2 Thr Lanes + 1 Curbside Bus Lane	Transit		All-Day Transit Priority
Santa Monica Bl	Harvard St	26th St	739	66	EB	2	1 Thr Lane + 1 Bus Lane	Both Preserved		All-Day Transit Priority
					WB	2	1 Thr Lane + 1 Bus Lane	Both Preserved		All-Day Transit Priority
Santa Monica Bl	26th St	14th Ct	4612	62	EB/WB	2	Recommend this segment as Phase 2: - More constrained geometry and high traffic congestion in peak periods, with more pedestrian crossings, narrower width and turning movements especially related to hospital and school trips. Santa Monica Bl Safety Study identifies several pedestrian enhancements and traffic calming measures that could create physical constraints. - Model data suggests major traffic diversion to Arizona and Broadway, which is not an acceptable trade-off - Bus lanes likely to have low effectiveness between Chelsea Ave and 20th Street because of shared right-turning demand that cannot be separated.			

Street	From St	To St	Segment Length (feet)	Curb to Curb Width (ft)	Direction	# Through Lanes	Peak Period Recommendation	Midday Priority Evaluation	Qualitative Review / Physical Constraints	Bus Priority Type Recommendation
Santa Monica Bl	14th Ct	Euclid Ct	340	62	EB	2	1 Thr Lane + 1 Bus Lane	N/A	This is part of Santa Monica "Auto Row" car dealerships with short-term on street parking. Santa Monica Bl Safety Study identifies several pedestrian enhancements and traffic calming measures that could create physical constraints.	All-Day Transit Priority
					WB	2	1 Thr Lane + 1 Bus Lane	N/A		All-Day Transit Priority
Santa Monica Bl	Euclid Ct	11th Ct	872	60	EB	2	1 Thr Lane + 1 Curbside Bus Lane	Parking		All-Day Transit Priority
					WB	2	1 Thr Lane + 1 Curbside Bus Lane	Parking		All-Day Transit Priority
Santa Monica Bl	11th Ct	10th Ct	394	62	EB	2	1 Thr Lane + 1 Bus Lane	N/A		All-Day Transit Priority
					WB	2	1 Th Lane + 1 Bus Lane	N/A		All-Day Transit Priority
Santa Monica Bl	10th Ct	Lincoln Ct	795	60	EB	2	1 Thr Lane + 1 Curbside Bus Lane	Parking		All-Day Transit Priority
					WB	2	1 Thr Lane + 1 Curbside Bus Lane	Transit		All-Day Transit Priority
Santa Monica Bl	Lincoln Ct	7th Ct	338	62	EB	2	1 Th Lane + 1 Bus Lane	N/A	Westbound buses are transitioning to turn left at 6 th from Lincoln Bl.	All-Day Transit Priority
					WB	1	1 Thr Lane + 1 Curbside Bus Lane	N/A		All-Day Transit Priority
Santa Monica Bl	7th Ct	5th St	1,065	57	EB	2	1 Thr Lane + 1 Curbside Bus Lane	Operational Monitoring needed	On-street parking is heavily used by restaurants and other businesses for short term/pickup.	Operational Monitoring Needed
					WB	1	1 Thr Lane + 1 Curbside Bus Lane	Operational Monitoring needed		Operational Monitoring Needed
Santa Monica Bl	5th St	4th St	397	41	EB/WB	1	Offramp	N/A		Offramp
Santa Monica Bl	4th St	2nd St	802	40	EB/WB	1	Offramp	N/A		Offramp
Santa Monica Bl	2nd St	Ocean Ave	425	41	EB/WB	1	Offramp	N/A		Offramp

Table 22. Santa Monica BI Corridor – Midday Parking and Transit Priority Evaluation

Westbound				Street Segment			Eastbound			
Midday Priority Evaluation	Midday Observed Parking Occupancy*	Midday Reliability	Midday Average Transit Speed	Street	From St	To St	Midday Average Transit Speed	Midday Reliability	Midday Observed Parking Occupancy*	Midday Priority Evaluation
N/A	N/A	High	13.1	Santa Monica Bl	S Moreno Dr	Century Pk E	11.1	High	N/A	N/A
N/A	N/A	Low	11.4	Santa Monica Bl	Century Pk E	Ave of the Stars	13.6	Low	N/A	N/A
N/A	N/A	Medium	10.6	Santa Monica Bl	Ave of the Stars	Century Pk W	9.1	Medium	N/A	N/A
N/A	N/A	Medium	8.9	Santa Monica Bl	Century Pk W	Comstock Ave	8.0	Medium	N/A	N/A
Both Preserved	3	Medium	7.0	Santa Monica Bl	Comstock Ave	Beverly Glen Bl	9.1	Medium	N/A	N/A
N/A	N/A	Medium	11.7	Santa Monica Bl	Beverly Glen Bl	Thayer Ave	10.1	Medium	N/A	N/A
N/A	N/A	Medium	12.5	Santa Monica Bl	Thayer Ave	Overland Ave	13.2	Medium	N/A	N/A
N/A	N/A	Medium	8.9	Santa Monica Bl	Overland Ave	Glendon Ave	12.7	Medium	N/A	N/A
Both Preserved	1	Medium	8.3	Santa Monica Bl	Glendon Ave	Midvale Ave	7.9	Medium	1	Both Preserved
N/A	N/A	Medium	9.5	Santa Monica Bl	Midvale Ave	Kelton Ave	6.1	Medium	N/A	N/A
Both Preserved	1	Medium	8.3	Santa Monica Bl	Kelton Ave	Greenfield Ave	8.5	Medium	1	Both Preserved
N/A	N/A	Low	5.9	Santa Monica Bl	Greenfield Ave	Camden Ave	9.8	Low	N/A	N/A
Both Preserved	1	Medium	6.6	Santa Monica Bl	Camden Ave	Bentley Ave	7.0	Medium	N/A	N/A
N/A	N/A	Medium	7.4	Santa Monica Bl	Bentley Ave	Sepulveda Bl	7.2	Medium	N/A	N/A
N/A	N/A	Medium	7.9	Santa Monica Bl	Sepulveda Bl	Cotner Ave	6.0	Medium	N/A	N/A
Offramp		High	11.0	Santa Monica Bl	Cotner Ave	Centinela Ave	9.3	High	Offramp	
Transit	2	Medium	13.8	Santa Monica Bl	Centinela Ave	Harvard St	13.1	Medium	1	Parking
Transit	3	Medium	13.2	Santa Monica Bl	Harvard St	26th St	15.0	Medium	1	Parking
N/A	N/A	Medium	11.7	Santa Monica Bl	26th St	25th St	11.9	Medium	3	N/A
Parking	3	Medium	11.1	Santa Monica Bl	25th St	Chelsea Ave	12.0	Medium	3	Parking
N/A	N/A	High	10.5	Santa Monica Bl	Chelsea Ave	19th Ct	9.4	High	N/A	N/A
N/A	2	Low	12.7	Santa Monica Bl	19th Ct	19th St	7.5	Low	N/A	N/A
Operational Monitoring needed	3	High	10.1	Santa Monica Bl	19th St	17th Ct	10.0	High	3	Parking
N/A	N/A	High	12.7	Santa Monica Bl	17th Ct	16th Ct	11.7	High	N/A	N/A
Operational Monitoring needed	3	High	6.6	Santa Monica Bl	16th Ct	16th St	No data	High	3	Operational Monitoring needed
Operational Monitoring needed	2	Medium	11.7	Santa Monica Bl	16th St	14th Ct	9.1	Medium	3	Parking
N/A	N/A	High	13.5	Santa Monica Bl	14th Ct	Euclid Ct	12.2	High	N/A	N/A
Parking	3	Medium	15.3	Santa Monica Bl	Euclid Ct	11th Ct	13.7	Medium	3	Parking
N/A	N/A	High	14.7	Santa Monica Bl	11th Ct	10th Ct	13.4	High	N/A	N/A
Transit	2	Medium	16.9	Santa Monica Bl	10th Ct	Lincoln Ct	14.6	Medium	1	Parking

Westbound				Street Segment			Eastbound			
Midday Priority Evaluation	Midday Observed Parking Occupancy*	Midday Reliability	Midday Average Transit Speed	Street	From St	To St	Midday Average Transit Speed	Midday Reliability	Midday Observed Parking Occupancy*	Midday Priority Evaluation
N/A	N/A	Medium	10.7	Santa Monica Bl	Lincoln Ct	7th Ct	11.0	Medium	N/A	N/A
Operational Monitoring needed	3	Medium	7.0	Santa Monica Bl	7th Ct	5th St	8.7	Medium	3	Operational Monitoring needed
N/A	N/A	Medium	4.6	Santa Monica Bl	5th St	4th St	9.5	Medium	N/A	N/A
N/A	N/A	Medium	4.3	Santa Monica Bl	4th St	2nd St	5.2	Medium	N/A	N/A
N/A	N/A	Medium	6.3	Santa Monica Bl	2nd St	Ocean Ave	5.0	Medium	N/A	N/A

Notes:
*Observed Parking Occupancy: 1=low, 2=medium, 3=high, N/A=no parking available

Transit Performance Benefit and Project Phasing

Due to current funding constraints, the full extent of improvements across all three corridors cannot be implemented simultaneously. Approximately six miles of improvements will advance to the design phase for near-term implementation.

Fehr & Peers analyzed transit performance data to identify the segments with the greatest potential benefit. Segments demonstrating the strongest performance need and highest potential travel time savings will advance to 30% design and are designated as **Phase 1**. The remaining segments, designated as **Phase 2**, will not advance to 30% design at this time but may be implemented in the future.

Project phasing was determined based on the following criteria:

- Existing bus operating speeds
- Potential transit travel time savings resulting from bus lane implementation (the delta between worst peak period travel time and potential best travel time)

Fehr & Peers evaluated two **Phase 1** options:

Option 1: Select the six miles of continuous segments with lowest-performing and highest potential transit travel time savings across the three study corridors.

Under this option, the La Cienega Boulevard Corridor (excluding segments recommended for off-ramping) would be designated as Phase 1. Bus lane implementation is projected to increase travel speeds from approximately 9–10MPH to 15–19MPH, resulting in **up to 20 minutes** of travel time savings along the corridor.

Option 2: Select the two miles of continuous segments with lowest-performing and highest potential transit travel time savings within each corridor.

Fehr & Peers summarizes the segment selections evaluated under Option 2 and their corresponding transit performance benefits in Table 23 through Table 25. The *Ridership* column reflects the number of existing riders who would benefit from bus lane improvements on each segment.

For example, on the Sepulveda Boulevard Corridor, Selection A (Veteran Avenue to Exposition Boulevard) provides the greatest potential travel time reduction among the alternatives. However, Options B and C would benefit a larger number of existing riders.

Table 26 through Table 28 show the transit improvement benefits by segment.

Table 23. La Cienega BI Corridor – Option 2 Segment Selection

Phase 1 Segment	Length (Miles)	Average Speed Improvement (MPH)				Total Travel Time Saved (in minutes)				Average Daily Ridership (Passenger Load)	
		Worst Existing Peak Period Speed		Best Possible Speed		Existing Peak Period Travel Time		Best Possible Travel Time			
		SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
Selection A: From Holloway Dr to Olympic Bl	2.14	13	15	22	21	9	8	5	6	4,226	5,870
Estimated Improvement				9	6			-4	-2		
Selection B: From La Cienega Bl/Olympic Bl to Fairfax Ave/Washington Bl	2.08	9	11	16	17	14	11	8	7	8,363	8,999
Estimated Improvement				7	6			-6	-4		

Table 24. Santa Monica BI Corridor – Option 2 Segment Selection

Phase 1 Segment	Length (Miles)	Average Speed Improvement (MPH)				Total Travel Time Saved (in minutes)				Average Daily Ridership (Passenger Load)	
		Worst Existing Peak Period Speed		Best Possible Speed		Existing Peak Period Travel Time		Best Possible Travel Time			
		WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
Selection A: From S Moreno Dr to Cotner Ave	2.21	9	8	16	15	14	15	8	8	9,230 (Metro only)	11,625 (Metro only)
Estimated Improvement				6	7			-5	-7		
Selection B: From 5th St to Centinela Ave	2.11	13	11	18	18	10	12	7	7	2,025 (Metro only)	3,035 (Metro only)
Estimated Improvement				5	7			-3	-5		

Table 25. Sepulveda BI Corridor – Option 2 Segment Selection

Phase 1 Segment	Length (Miles)	Average Speed Improvement (MPH)				Total Travel Time Saved (in minutes)				Average Daily Ridership (Passenger Load)	
		Worst Existing Peak Period Speed		Best Possible Speed		Existing Peak Period Travel Time		Best Possible Travel Time			
		SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
Selection A: From Veteran Ave to Exposition Bl	2.00	16	14	20	20	10	12	6	7	3,940	5,298
Estimated Improvement				4	6			-3	-5		
Selection B: From Pico Bl to Venice Bl	1.96	13	15	22	21	9	8	5	6	5,992	6,827
Estimated Improvement				9	6			-4	-2		
Selection C: From Ohio Ave to National Bl	1.90	11	14	20	19	10	10	6	6	4,612	7,084
Estimated Improvement				8	6			-4	-4		
Selection D: From Centinela Ave to Westchester Pkwy	1.81	14	13	19	18	9	10	6	7	4,526	4,882
Estimated Improvement				4	5			-3	-2		

Table 26. La Cienega BI Corridor – Transit Performance Benefit by Segment

Southbound/Eastbound				Street Segment			Northbound/Westbound			
Travel Time (minute)		Speed (mph)		Street	From St	To St	Travel Time (minute)		Speed (mph)	
Worst Peak Period	Best Possible	Worst Peak Period	Best Possible				Worst Peak Period	Best Possible	Worst Peak Period	Best Possible
Off Ramp				La Cienega Bl	Sunset Bl	Holloway Dr				
1.3	1.0	5.6	7.5	La Cienega Bl	Holloway Dr	Romaine St	0.8	0.4	9.4	19.8
1.7	1.2	12.8	18.8	La Cienega Bl	Romaine St	Melrose Pl	2.4	1.2	9.1	18.4
0.2	0.1	12.3	18.8	La Cienega Bl	Melrose Pl	Melrose Alley	0.2	0.1	11.7	14.8
1.1	0.8	10.8	15.7	La Cienega Bl	Melrose Alley	Rosewood Ave	1.2	0.6	9.9	20.5
1.6	1.1	9.4	13.4	La Cienega Bl	Rosewood Ave	Beverly Pl	1.3	0.8	11.4	19.2
0.3	0.1	8.5	15.7	La Cienega Bl	Beverly Pl	Beverly Bl	0.4	0.1	6.1	16.6
2.1	1.0	7.0	14.3	La Cienega Bl	Beverly Bl	Blackburn Ave	2.5	0.8	5.9	19.4
0.6	0.4	7.1	11.8	La Cienega Bl	Blackburn Ave	4th St	0.6	0.4	7.1	12.2
1.0	0.7	8.2	11.3	La Cienega Bl	4th St	Clifton Way	0.8	0.5	10.3	16.1
3.0	2.0	9.4	14.0	La Cienega Bl	Clifton Way	Gregory Way	3.2	1.5	8.7	18.0
1.2	0.7	10.1	17.1	La Cienega Bl	Gregory Way	Olympic Bl	1.1	0.6	11.0	19.9
2.9	1.5	8.9	16.8	La Cienega Bl	Olympic Bl	Pico Bl	2.3	1.5	11.0	17.6
2.2	1.5	12.0	17.5	La Cienega Bl	Pico Bl	Airdrome St	2.1	1.5	12.6	17.9
4.7	2.6	8.0	14.3	La Cienega Bl	Airdrome St	Cadillac Ave	3.2	1.8	11.5	20.2
1.8	1.3	6.3	8.9	Cadillac Ave	La Cienega Bl	Venice Bl	1.0	0.7	10.9	17.3
Off Ramp				Venice Bl	Cadillac Ave	Fairfax Ave				
1.7	0.9	10.5	19.3	Fairfax Ave	Venice Bl	Electric Dr	2.2	1.3	8.0	13.2
0.8	0.4	9.0	18.1	Fairfax Ave	Electric Dr	Washington Bl	0.6	0.4	11.8	15.9

Southbound/Eastbound				Street Segment			Northbound/Westbound			
Travel Time (minute)		Speed (mph)		Street	From St	To St	Travel Time (minute)		Speed (mph)	
Worst Peak Period	Best Possible	Worst Peak Period	Best Possible				Worst Peak Period	Best Possible	Worst Peak Period	Best Possible
Off Ramp				Washington Bl	Fairfax Ave	La Cienega Bl				
1.4	0.7	6.2	11.7	La Cienega Bl	Ballona Creek	Smiley Dr	1.8	0.6	4.7	15.5
0.6	0.3	9.6	17.7	La Cienega Bl	Smiley Dr	S Fairfax Ave	0.4	0.2	13.9	26.0
5.2	1.8	6.5	19.3	La Cienega Bl	S Fairfax Ave	Obama Bl	4.0	1.9	8.5	18.0
0.8	0.8	14.0	14.6	Obama Bl	La Cienega Bl	Lenawee Ave	1.5	0.8	7.8	14.2
0.6	0.4	8.1	12.1	Obama Bl	Lenawee Ave	Jefferson Bl	0.4	0.2	12.2	24.5
0.3	0.3	17.3	19.2	Jefferson Bl	Obama Bl	Holdrege Ave	0.4	0.2	12.2	24.5
0.4	0.4	28.9	31.7	Jefferson Bl	Holdrege Ave	Los Angeles City Limit	0.7	0.4	16.1	28.4
0.2	0.2	35.3	31.7	Jefferson Bl	100 Thieves Driveway	S Hetzler Rd	0.3	0.2	19.9	28.7
0.3	0.3	22.5	28.1	Jefferson Bl	S Hetzler Rd	Culver City Waste Reduction Driveway	0.4	0.2	17.4	29.1
0.6	0.4	26.1	36.5	Jefferson Bl	Culver City Waste Reduction Driveway	Duquesne Ave	1.1	0.6	14.2	25.0
0.6	0.3	11.2	21.9	Jefferson Bl	Duquesne Ave	N Leash Ln	0.2	0.2	25.8	29.9
0.5	0.5	26.6	28.6	Jefferson Bl	N Leash Ln	S College Bl	0.7	0.6	20.7	23.6
0.1	0.1	25.7	27.9	Jefferson Bl	S College Bl	N Salem Village Ct	0.1	0.1	18.8	23.6
2.9	1.3	11.6	25.1	Jefferson Bl	N Salem Village Ct	Overland Ave	3.9	2.3	8.5	14.4
2.6	0.9	6.9	20.0	Jefferson Bl	Overland Ave	Cota St	3.3	0.6	5.4	28.1
1.7	1.0	11.3	18.1	Jefferson Bl	Cota St	Sawtelle Bl	0.9	0.6	19.8	30.2

Table 27. Sepulveda BI Corridor – Transit Performance Benefit by Segment

Southbound/Eastbound				Street Segment			Northbound/Westbound			
Travel Time (minute)		Speed (mph)		Street	From St	To St	Travel Time (minute)		Speed (mph)	
Worst Peak Period	Best Possible	Worst Peak Period	Best Possible				Worst Peak Period	Best Possible	Worst Peak Period	Best Possible
Off Ramp				Westwood BI	Charles E Young Dr S	Wilshire BI				
Off Ramp				Wilshire BI	Westwood BI	Veteran Ave				
1.4	0.9	10.4	17.1	Wilshire BI	Veteran Ave	Sepulveda BI	2.3	0.9	6.4	16.1
0.8	0.6	17.9	23.0	Sepulveda BI	Wilshire BI	Westwood Park Driveway	0.9	0.6	15.8	21.5
0.2	0.2	29.1	31.4	Sepulveda BI	Westwood Park Driveway	LADWP Driveway	0.2	0.1	29.3	35.8
0.2	0.2	26.1	29.9	Sepulveda BI	Sepulveda / Ohio Midblock (SB) Bus stop	1400 S Sepulveda BI	0.2	0.2	23.7	23.7
0.3	0.3	16.5	18.1	Sepulveda BI	1400 S Sepulveda BI	Ohio Ave	0.3	0.2	15.1	22.3
1.2	1.0	11.3	13.6	Sepulveda BI	Ohio Ave	Santa Monica BI	1.2	0.9	11.4	14.6
2.1	1.4	14.7	21.7	Sepulveda BI	Santa Monica BI	Mississippi Ave	2.5	1.6	12.1	19.4
2.6	1.1	8.9	21.6	Sepulveda BI	Mississippi Ave	W Pico BI	2.6	1.3	9.2	18.1
0.3	0.3	16.2	16.2	Sepulveda BI	W Pico BI	MOCEAN Driveway	1.2	0.9	4.2	5.9
0.7	0.4	4.5	6.9	Sepulveda BI	MOCEAN Driveway	Exposition BI	0.2	0.1	16.2	22.2
0.4	0.3	9.4	11.7	Sepulveda BI	Exposition BI	Pearl St	0.3	0.2	11.1	16.8
1.1	0.7	20.2	31.3	Sepulveda BI	Pearl St	Sardis Ave	0.9	0.7	23.9	33.6
0.5	0.2	12.3	34.7	Sepulveda BI	Sardis Ave	Ihop	0.3	0.2	24.4	26.1
0.9	0.3	5.7	18.9	Sepulveda BI	Ihop	National BI	0.6	0.3	9.3	17.6
0.7	0.4	11.4	22.6	Sepulveda BI	National BI	Clover Ave	0.5	0.4	15.0	22.5
1.1	0.8	22.2	32.9	Sepulveda BI	Clover Ave	3420 Sepulveda BI	1.2	0.9	21.1	28.0
0.4	0.3	18.9	25.4	Sepulveda BI	3420 Sepulveda BI	Palms BI	0.6	0.3	11.9	20.0

Southbound/Eastbound				Street Segment			Northbound/Westbound			
Travel Time (minute)		Speed (mph)		Street	From St	To St	Travel Time (minute)		Speed (mph)	
Worst Peak Period	Best Possible	Worst Peak Period	Best Possible				Worst Peak Period	Best Possible	Worst Peak Period	Best Possible
1.1	0.6	10.5	20.9	Sepulveda Bl	Palms Bl	Charnock	0.8	0.6	15.0	20.2
1.7	0.8	11.6	25.1	Sepulveda Bl	Charnock	Venice Bl	1.3	1.0	15.3	19.9
Off Ramp				Sepulveda Bl	Venice Bl	Centinela Ave				
0.9	0.8	11.2	13.7	Sepulveda Bl	Centinela Ave	Center Dr	0.7	0.6	14.8	18.1
1.3	1.1	10.5	12.2	Sepulveda Bl	Center Dr	Howard Hughes Pkwy	1.0	1.0	13.6	13.6
1.4	1.1	15.5	19.2	Sepulveda Bl	Howard Hughes Pkwy	W 78th St	1.8	1.3	11.7	16.3
0.5	0.5	23.6	27.1	Sepulveda Bl	W 78th St	W 79th St / W 80th St	0.7	0.4	18.5	29.7
1.0	0.8	21.2	28.0	Sepulveda Bl	W 79th St / W 80th St	W 84th Pl	1.1	0.8	19.5	28.0
0.7	0.5	11.7	15.8	Sepulveda Bl	W 84th Pl	Manchester Ave	1.3	0.9	6.1	8.7
3.0	1.5	7.2	14.3	Sepulveda Bl	Manchester Ave	Westchester Pkwy	3.0	2.1	7.3	10.2
0.8	0.5	12.5	19.4	Westchester Pkwy	Sepulveda Bl / Westchester	Will Rogers St	0.7	0.5	13.7	18.4
0.9	0.7	18.8	25.4	Westchester Pkwy	Will Rogers St	LAX Employee Driveway	1.0	0.7	17.5	25.2
0.6	0.4	19.4	25.8	Westchester Pkwy	LAX Employee Driveway	Airport Bl	0.5	0.4	23.7	27.9
1.0	0.8	19.3	25.8	Arbor Vitae St	Airport Bl	Bellanca	1.1	1.1	19.1	19.1
No data				Arbor Vitae St	Bellanca	Aviation Bl	No data			
No data				Aviation Bl	Arbor Vitae St	94th St / Metro Plaza Wy	No data			

Table 28. Santa Monica BI Corridor – Transit Performance Benefit by Segment

Westbound				Santa Monica BI Street Segment		Eastbound			
Travel Time (minute)		Speed (mph)		From St	To St	Travel Time (minute)		Speed (mph)	
Worst Peak Period	Best Possible	Worst Peak Period	Best Possible			Worst Peak Period	Best Possible	Worst Peak Period	Best Possible
0.7	0.3	11.7	22.8	S Moreno Dr	Century Pk E	0.8	0.5	10.2	15.3
1.2	0.7	10.4	19.1	Century Pk E	Ave of the Stars	1.0	0.8	12.9	15.5
1.2	0.7	10.3	17.2	Ave of the Stars	Century Pk W	1.5	0.8	8.1	15.2
0.7	0.3	9.5	19.4	Century Pk W	Comstock Ave	0.9	0.5	6.7	12.4
0.7	0.4	8.0	12.1	Comstock Ave	Beverly Glen Bl	0.7	0.3	7.4	17.8
1.1	0.6	11.8	19.5	Beverly Glen Bl	Thayer Ave	1.4	0.7	8.6	17.2
2.2	1.5	11.8	17.9	Thayer Ave	Overland Ave	2.2	1.3	11.9	21.2
1.5	0.9	8.6	14.1	Overland Ave	Glendon Ave	1.2	0.6	11.1	19.9
0.4	0.3	7.8	12.0	Glendon Ave	Midvale Ave	0.4	0.2	7.2	15.2
0.9	0.5	9.1	17.1	Midvale Ave	Kelton Ave	1.5	0.8	5.7	10.4
0.8	0.4	8.4	15.8	Kelton Ave	Greenfield Ave	0.8	0.4	8.3	17.0
0.5	0.5	8.7	8.7	Greenfield Ave	Camden Ave	0.4	0.3	10.0	11.5
0.4	0.4	8.4	8.8	Camden Ave	Bentley Ave	0.5	0.3	7.0	14.4
0.5	0.3	7.9	15.1	Bentley Ave	Sepulveda Bl	0.6	0.3	6.2	13.9
1.0	0.5	6.7	13.7	Sepulveda Bl	Cotner Ave	1.3	0.5	5.1	14.2
Off Ramp				Cotner Ave	Centinela Ave				
1.6	1.2	14.1	19.2	Centinela Ave	Harvard St	1.8	1.1	12.5	20.3
0.6	0.4	13.7	18.7	Harvard St	26th St	0.6	0.4	13.2	23.6
0.3	0.2	12.9	19.4	26th St	25th St	0.3	0.2	11.1	18.1

Westbound				Santa Monica Bl Street Segment		Eastbound			
Travel Time (minute)		Speed (mph)		From St	To St	Travel Time (minute)		Speed (mph)	
Worst Peak Period	Best Possible	Worst Peak Period	Best Possible			Worst Peak Period	Best Possible	Worst Peak Period	Best Possible
0.3	0.2	11.4	21.7	25th St	Chelsea Ave	0.4	0.2	11.0	19.3
2.0	1.1	11.2	19.5	Chelsea Ave	19th Ct	2.4	1.4	9.1	15.8
0.2	0.1	10.7	18.9	19th Ct	19th St	0.3	0.3	6.7	8.9
0.4	0.4	17.5	17.5	19th St	17th Ct	1.3	0.4	5.0	18.8
0.4	0.2	12.8	19.2	17th Ct	16th Ct	0.4	0.3	11.4	17.5
0.3	0.2	8.3	10.3	16th Ct	16th St	0.4	0.3	11.4	17.5
0.5	0.5	13.1	13.1	16th St	14th Ct	1.0	0.4	6.6	17.3
0.3	0.2	14.4	18.8	14th Ct	Euclid Ct	0.3	0.2	12.1	16.7
0.6	0.4	17.1	23.7	Euclid Ct	11th Ct	0.6	0.5	15.6	21.9
0.3	0.2	16.0	21.4	11th Ct	10th Ct	0.3	0.2	14.3	20.5
0.5	0.4	16.8	21.6	10th Ct	Lincoln Ct	0.6	0.4	14.8	20.5
0.4	0.3	9.7	12.5	Lincoln Ct	7th Ct	0.3	0.3	11.0	15.1
1.7	1.1	7.1	11.0	7th Ct	5th St	1.4	1.1	8.6	11.5
0.5	0.5	8.2	8.6	5th St	4th St	0.5	0.3	9.2	14.3
2.2	0.9	4.1	9.9	4th St	2nd St	2.0	1.0	4.5	9.1
1.0	0.3	4.9	14.4	2nd St	Ocean Ave	1.2	0.5	4.1	10.4

Conclusion

The recommended advancement strategy for the Westside Bus Connection Project reflects a balanced, data-driven, and corridor-focused approach. While quantitative metrics such as peak-period speed and reliability formed the foundation of the tier rankings, the Project Team also incorporated corridor continuity, operational feasibility, interagency coordination requirements, and the presence of existing or planned transit improvements to ensure that recommendations maximize overall transit benefit. By prioritizing continuous, implementable segments and directing resources toward areas with the greatest incremental impact, the Project positions itself to deliver meaningful and measurable improvements to bus travel time and reliability. The recommendations outlined herein provide a defensible framework for advancing the Project into the next phase of design while maintaining flexibility to refine limits based on agency coordination and further technical review.

Appendix A. Existing Conditions Analysis Methodology Memo

See “WSCCOG Westside Quick-Build Bus Infrastructure Program – Existing Conditions Review Methodology”, submitted on November 5, 2025.

Appendix B. Corridor Volume-To-Capacity-Ratio

La Cienega BI Corridor

Modeled volume-to-capacity (V/C) ratios indicate that congestion along the La Cienega BI corridor varies by time of day. The following locations operate at V/C near or above 1.0, indicating segments nearing or at capacity:

- La Cienega BI north of Santa Monica BI and near Beverly BI during the AM peak, midday and PM peak periods.
- Jefferson BI between Duquesne Ave and Sepulveda BI during the AM peak.
- Jefferson BI south of Obama BI during the midday and PM peak periods
- La Cienega BI between San Vicente to 18th St during the midday period.

Sepulveda BI Corridor

Modeled volume-to-capacity (V/C) ratios indicate that congestion along the Sepulveda BI corridor is most pronounced during the PM peak period, with directional patterns that vary by time of day. The following locations operate at V/C near or above 1.0, indicating segments nearing or at capacity:

- Wilshire BI between Westwood BI and Sepulveda BI during the AM peak, midday, and PM peak periods.
- Sepulveda BI between Pico BI and Venice BI on northbound movements during the AM peak and on southbound movements during the PM peak, reflecting the typical peak-direction shift.
- Sepulveda BI south of Jefferson BI across midday and PM peak periods.

Santa Monica BI Corridor

Modeled volume-to-capacity (V/C) ratios indicate that Most segments of Santa Monica BI operate below capacity across all three time periods, with congestion concentrated at a limited number of locations rather than corridor-wide. The following locations on Santa Monica BI operate at V/C near or above 1.0, indicating segments nearing or at capacity:

- East of Beverly Glen BI during AM peak period and PM peak period
- Between Sawtelle BI and Sepulveda BI during midday
- East of Overland Ave during midday

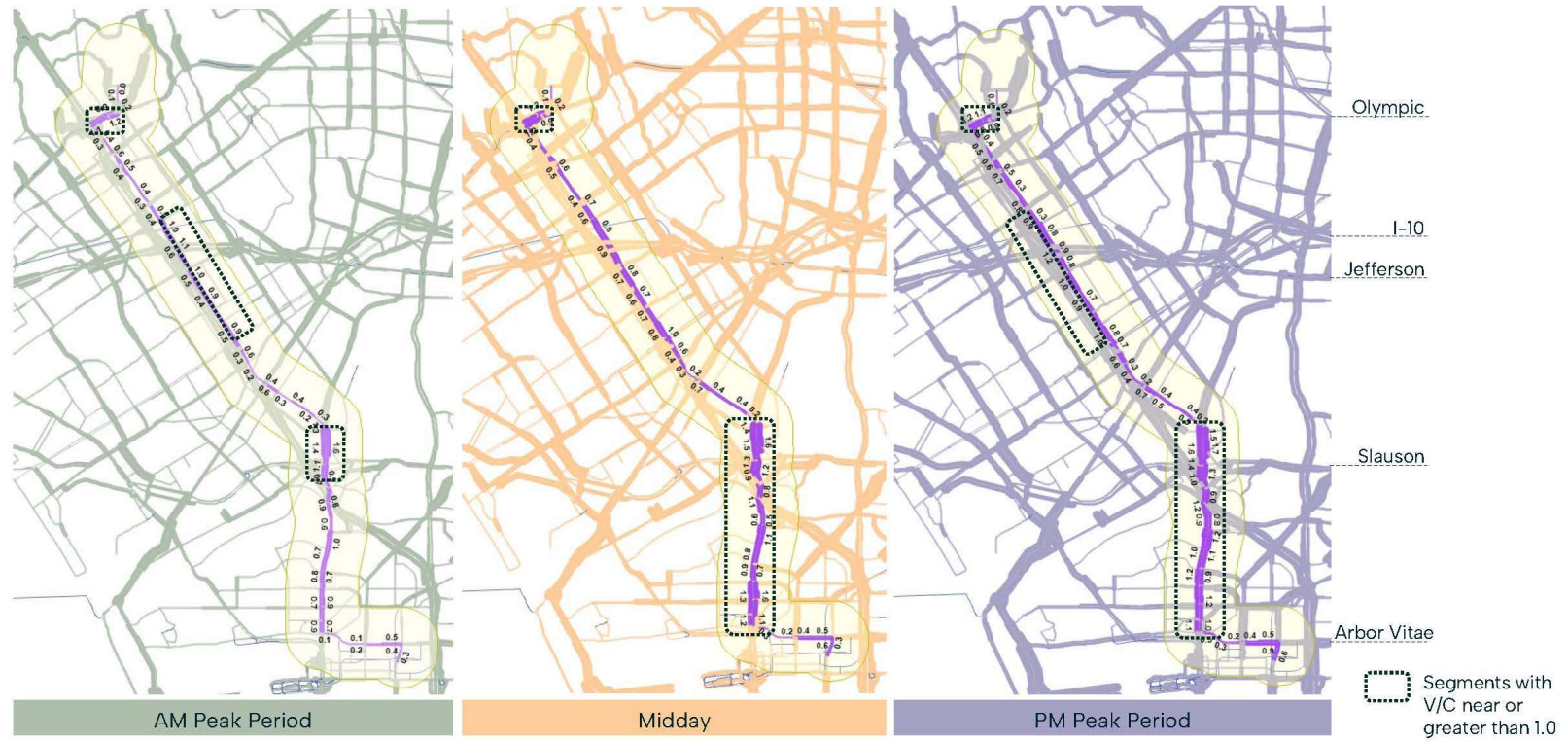
Figure B-1. La Cienega Bl Corridor: Segment Volume-to-Capacity Ratio



La Cienega Blvd Corridor – Segment Volume-to-Capacity (V/C) Ratio

Fehr & Peers

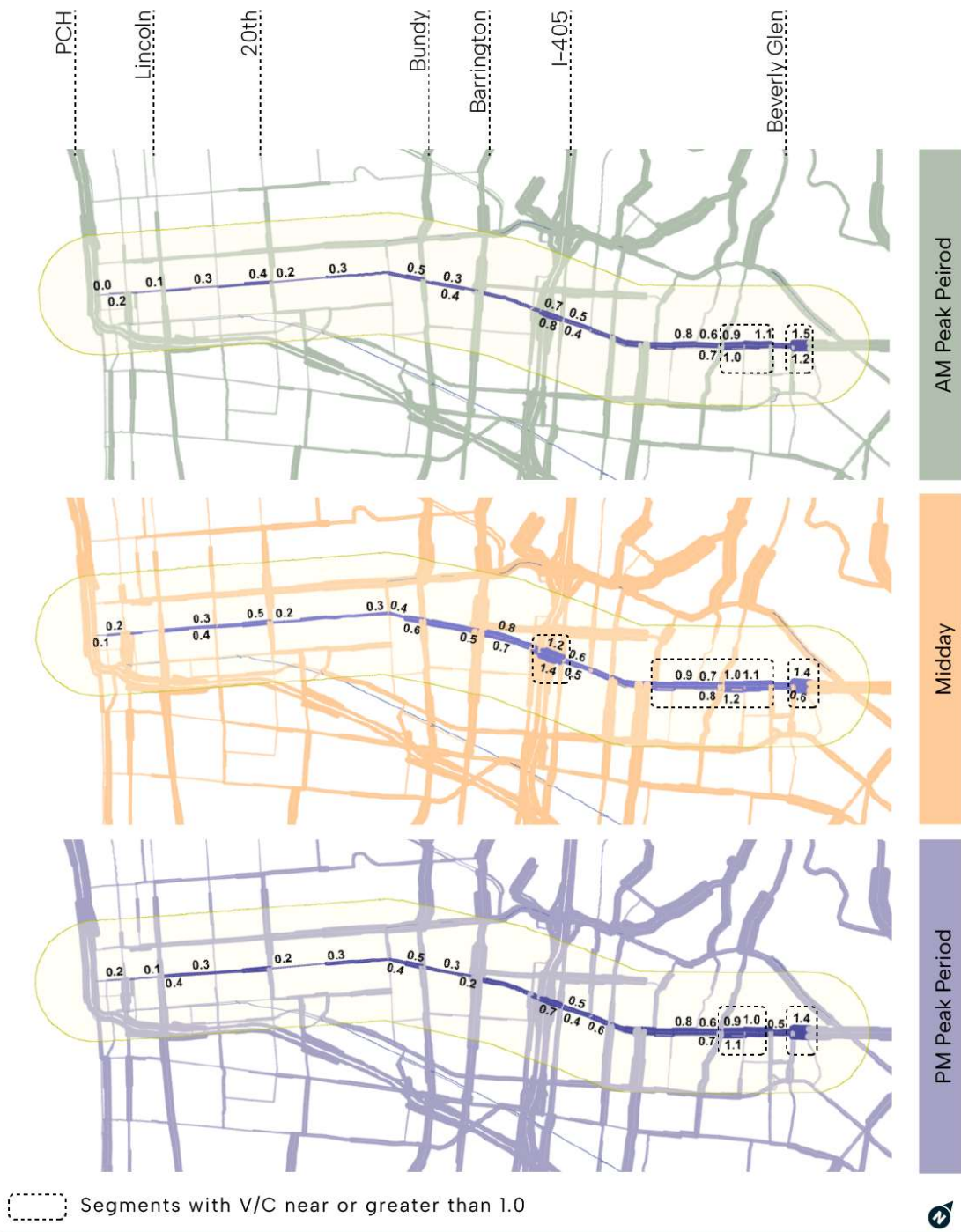
Figure B-2. Sepulveda BI Corridor: Segment Volume-to-Capacity Ratio



Sepulveda Blvd Corridor – Segment Volume-to-Capacity (V/C) Ratio

Fehr&Peers

Figure B-3. Santa Monica BI Corridor: Segment Volume-to-Capacity Ratio

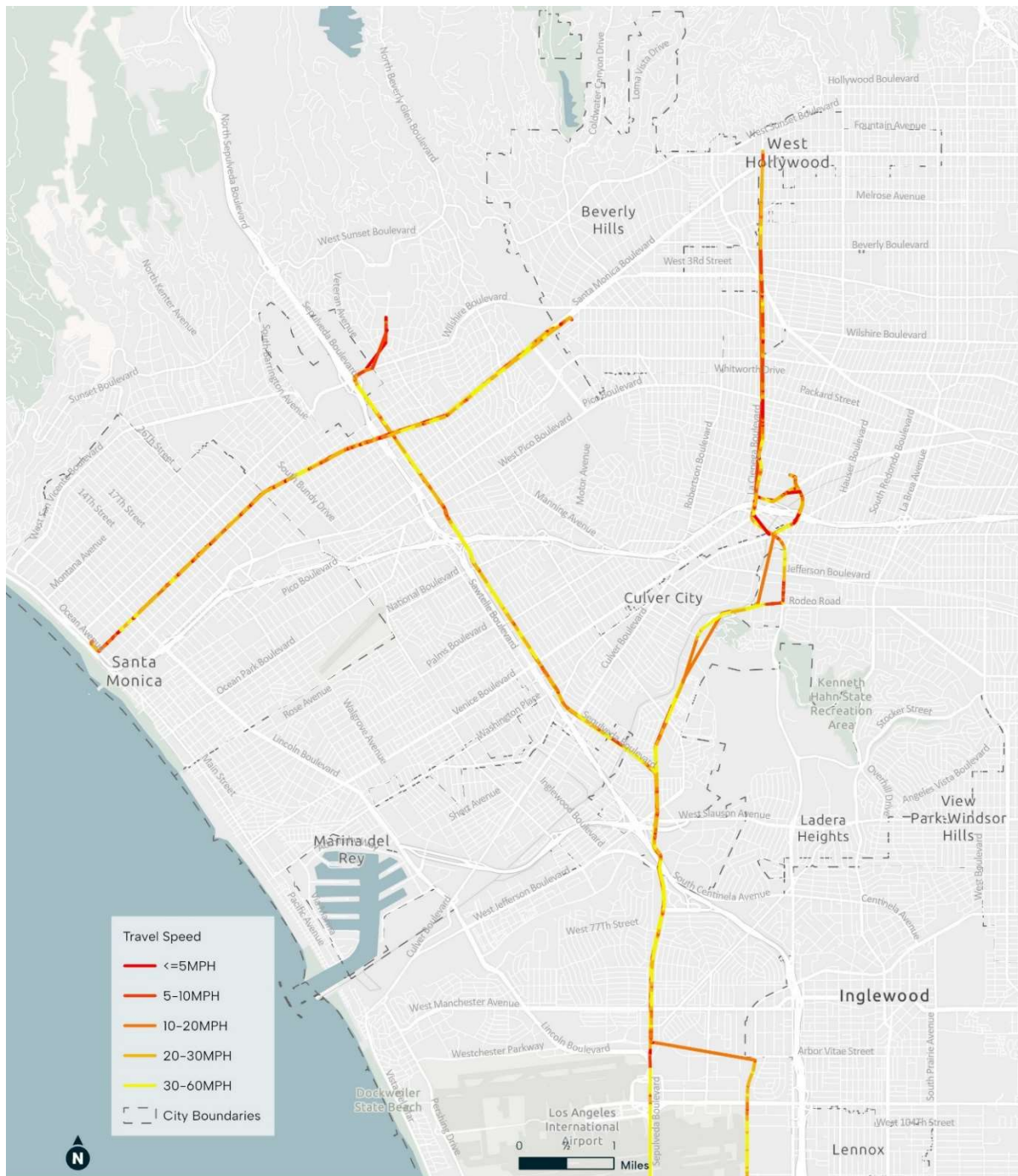


Santa Monica Blvd Corridor – Segment Volume-to-Capacity (V/C) Ratio

Fehr&Peers

Appendix C. Fieldwork Speed Maps

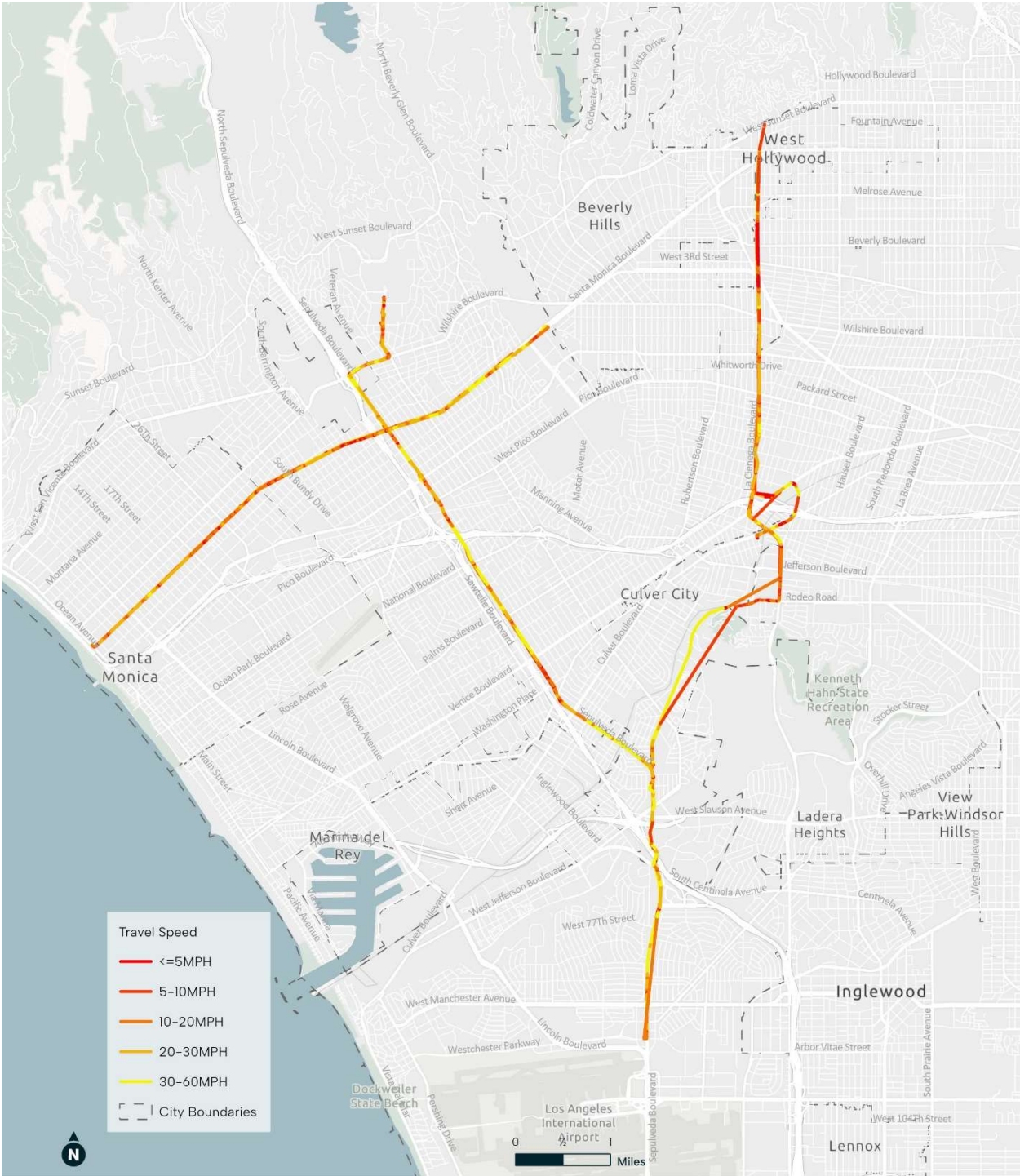
Figure C-1. AM Peak Period Fieldwork Travel Speed



Fieldwork Travel Speed – AM Peak Period

Fehr & Peers

Figure C-2. PM Peak Period Fieldwork Travel Speed



Fieldwork Travel Speed – PM Peak Period

Fehr&Peers

Appendix D. Traffic Analysis

Fehr & Peers conducted a Synchro-based traffic operations analysis to evaluate congestion patterns under existing conditions and to assess potential operational changes associated with transit improvements.

Level of service (LOS) is a qualitative measure used to describe the condition of traffic flow, ranging from excellent, nearly free-flow conditions at LOS A to overloaded, stop-and-go conditions at LOS F. Level of service definitions for signalized intersections can be found in **Table D-1**.

Table D-1. Level of Service Definition

LOS	Signalized Intersection Average Control Delay (sec/veh)	General Description
A	≤ 10	Little to no congestion or delays.
B	> 10 to 20	Limited congestion. Short delays.
C	> 20 to 35	Some congestion with average delays.
D	> 35 to 55	Significant congestion and delays.
E	> 55 to 80	Severe congestion and delays.
F	> 80	Total breakdown with extreme delays.

Source: *Highway Capacity Manual, 7th Edition*, Transportation Research Board, 2022.

Intersection operations were evaluated using the methodology consistent with the *Highway Capacity Manual, 7th Edition* (HCM 7th, Transportation Research Board, 2022) using Synchro 12 software. Specific intersections were analyzed in the *Highway Capacity Manual 2000* (HCM 2000, Transportation Research Board, 2000) methodology if they have lane configuration or signal phasing preclude application of HCM 7th methodology, including but not limited to clustered intersections, intersections with exclusive pedestrian or hold phases, or intersections with more than four approaches.

Traffic Volumes under Existing Conditions

The traffic operations analysis utilized both in-field turning movement counts and StreetLight data for intersections without available in-field counts. StreetLight applies proprietary algorithms to measure travel patterns and provide analyses for a wide variety of transportation analyses including volume, counts, and Origin-Destination data. StreetLight turning movement count volumes are estimated using their proprietary CVD+ methodology, which combines anonymized Connected Vehicle Data with supplementary data sources to improve accuracy and coverage.

Traffic Forecasts with Transit Improvements

Fehr & Peers used the City of Los Angeles Travel Demand Model to incorporate the potential changes to lane reconfigurations along the study corridors to provide additional right-of-way to transit and determine changes in travel demand on the corridors.

Fehr & Peers incorporated following factors to develop traffic forecasts with the transit improvements:

- Mode shift from vehicles due to multimodal infrastructure investments. Fehr & Peers used CAPCOA⁷ measure T-27 (Implement Transit-Supportive Roadway Treatments) to approximate modal shift from new transit lanes and transit signal priority (TSP). CAPCOA indicates up to 0.6% of GHG emissions from vehicle travel associated with transit-supportive treatments. Fehr & Peers used this percentage as a proxy for travel demand reduction and applied it to traffic counts at all movements.
- Vehicle diversion to alternate routes due to reduced roadway capacity. Lane configurations proposed in the previous section were reflected in the model to estimate diversion rates, and the resulting reductions in traffic volumes were applied along the study corridors, but not to intersecting streets. Based on Model outputs, travel lane reduction would result in 11%–30% traffic diversion to other roads, which varies by direction and peak hour.

This method has been applied for other multi-modal improvement projects in the City of Los Angeles, including the LADOT Vision Zero Corridors project, Huntington Drive Multi-Modal Transportation Improvement Project, and LADOT 2028 Games Active Transportation Projects.

Level of Service Results

Preliminary Level of Service results were calculated using Synchro 12. The Synchro model was developed for Existing Conditions and Existing Plus Project scenarios, respectively. The Existing Plus Project scenario reflects the preliminary recommendations on lane reconfiguration at intersection level. Table D-2, Table D-3, and Table D-4 present Level of Service Results at study intersections along the three corridors.

Table D-2: La Cienega Bl Corridor – Intersection Operational Results

#	Study Intersection*	Peak Period	Existing Conditions		Existing Plus Project	
1	La Cienega Bl & Holloway Dr	AM	26.6	C	33.5	C
		PM	23	C	31.4	C
2	La Cienega Bl & Santa Monica Bl	AM	84	F	83.6	F
		PM	38.2	D	85	F
3	La Cienega Bl & Warring Ave	AM	7.2	A	8.9	A
		PM	5.9	A	7.6	A
4	La Cienega Bl & Melrose Ave	AM	80.5	F	88.9	F
		PM	51.5	D	54.5	D
5	La Cienega Bl & Oakwood Ave*	AM	7.5	A	19.4	B
		PM	6	A	12.2	B
6	La Cienega Bl & Beverly Bl	AM	25.2	C	32.6	C
		PM	31.1	C	34.6	C

⁷ California Air Pollution Control Officers Association (CAPCOA), Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity, October 2024

#	Study Intersection*	Peak Period	Existing Conditions		Existing Plus Project	
7	La Cienega Bl & Beverly Connection Driveway*	AM	6.4	A	7.5	A
		PM	9.5	A	11.3	A
8	La Cienega Bl & 3rd St	AM	31.6	C	41.4	D
		PM	24.4	C	27.9	C
9	La Cienega Bl & Blackburn Ave*	AM	3.8	A	4.6	A
		PM	8.9	A	10.1	A
10	La Cienega Bl & San Vicente Bl*	AM	80.8	F	85.6	F
		PM	50.4	D	47.3	D
11	La Cienega Bl & Clifton Wy	AM	8.9	A	10.5	B
		PM	21.6	C	24.2	C
12	La Cienega Bl & Wilshire Bl	AM	40.6	D	35	D
		PM	33.3	C	29.9	C
13	La Cienega Bl & Gregory Wy	AM	195.2	F	245.1	F
		PM	49.7	D	65.5	E
14	La Cienega Bl & Olympic Bl	AM	40.9	D	42	D
		PM	38.9	D	38.1	D
15	La Cienega Bl & Whitworth Dr	AM	6.6	A	7.3	A
		PM	10.6	B	12.2	B
16	La Cienega Bl & Packard St*	AM	5.1	A	5.8	A
		PM	2.4	A	2.6	A
17	La Cienega Bl & Pico Bl	AM	52.3	D	55.6	E
		PM	46.4	D	49.4	D
18	La Cienega Bl & Cashio St	AM	4.1	A	4.5	A
		PM	10	A	10.8	B
19	La Cienega Bl & Airdrome St	AM	5.6	A	6.6	A
		PM	3.5	A	4.2	A
20	La Cienega Bl & 18th St	AM	14.6	B	23.6	C
		PM	22.9	C	20.5	C
21	La Cienega Bl & Sawyer St	AM	25.6	C	31	C
		PM	15.1	B	17.1	B
22	La Cienega Bl & Guthrie Ave	AM	12.4	B	11.8	B
		PM	8.4	A	8.6	A
23	La Cienega Bl & Cadillac Ave*	AM	62.8	E	56.6	E
		PM	47.6	D	86	F
27	La Cienega Bl & Washington Bl	AM	40.2	D	51.2	D
		PM	50.5	D	50.1	D

#	Study Intersection*	Peak Period	Existing Conditions		Existing Plus Project	
28	La Cienega BI & Blackwelder St/Fairfax Ave*	AM	34.7	C	21.1	C
		PM	29.1	C	26.9	C
29	La Cienega BI & Cumulus Dr / Boden St	AM	12.4	B	15.6	B
		PM	14.3	B	17.6	B
30	La Cienega BI & Jefferson BI*	AM	77.8	E	81.3	F
		PM	85.3	F	92.2	F
32	Jefferson BI & Higuera St / Obama BI	AM	58.2	E	59.4	E
		PM	29.3	C	30.3	C
33	Jefferson BI & Holdrege Ave	AM	7.4	A	31	C
		PM	8.8	A	6.4	A
34	Jefferson BI & Hetzler Rd	AM	3.4	A	1.9	A
		PM	5.6	A	4.4	A
35	Jefferson BI & Duquesne Ave*	AM	40.2	D	40.5	D
		PM	83.8	F	93.6	F
36	Jefferson BI & Pac Bell Dwy*	AM	2.3	A	2.8	A
		PM	2.3	A	2.9	A
37	Jefferson BI & Leahy St / College BI*	AM	8.6	A	9.2	A
		PM	14.2	B	12.3	B
38	Jefferson BI & Raintree Cir	AM	1.3	A	1.5	A
		PM	4.5	A	4	A
39	Jefferson BI & Indian Wood Rd	AM	0.7	A	1.9	A
		PM	1.5	A	1.5	A
40	Jefferson BI & Jordan Way / Summertime Ln	AM	2.0	A	2.5	A
		PM	8.7	A	9.2	A
41	Jefferson BI & Overland Ave	AM	50.2	D	51.8	D
		PM	63.0	E	66.3	E
42	Jefferson BI & Kinston Ave	AM	1.5	A	2.2	A
		PM	0.9	A	1.3	A
43	Jefferson BI & Cota Ave	AM	6	A	10.4	B
		PM	5.3	A	4.2	A
44	Jefferson BI & Machado Rd	AM	12.5	B	20.8	C
		PM	11.9	B	14.7	B
45	Sepulveda BI & Jefferson BI*	AM	17.2	B	15.6	F
		PM	23.1	C	20.5	C
49	Venice BI & Cadillac Ave /I-10 WB Off-Ramp*	AM	140.1	F	186.8	F
		PM	40.6	D	93.4	F

#	Study Intersection*	Peak Period	Existing Conditions		Existing Plus Project	
50	Fairfax Ave & Venice Bl	AM	95.1	F	99.9	F
		PM	52.2	D	82.3	F
51	Fairfax Ave & I-10 Ramps / Electric Dr*	AM	135.4	F	248.1	F
		PM	82.8	F	217	F
52	Fairfax Ave & Washington Bl	AM	38	D	30	C
		PM	32.1	C	31.5	C
53	La Cienega Bl & Clemson St	AM	12.5	B	10.3	B
		PM	1.4	A	0.1	A
54	La Cienega Bl & Obama Bl	AM	116.5	F	124	F
		PM	63.5	E	67.9	E

Note: *lane configuration or signal phasing at these intersections disallowed HCM 7th, so HCM 2000 was used.

Table D-3: Sepulveda Bl Corridor – Intersection Operational Results

#	Study Intersection	Peak Period	Existing Conditions		Existing Plus Project	
1	Wilshire Bl & Westwood Bl	AM	46.9	D	53.8	D
		PM	42.2	D	42.3	D
2	Wilshire Bl & Midvale Ave/Gayley Ave	AM	45.2	D	45.0	D
		PM	34.9	C	35	C
3	Wilshire Bl & Veteran Ave	AM	38.5	D	39.1	D
		PM	39.3	D	39.5	D
4	Wilshire Bl & Sepulveda Bl	AM	81.5	F	82	F
		PM	57.7	E	57.9	E
5	Sepulveda Bl & Midblock*	AM	3.2	A	3.7	A
		PM	3.3	A	8	A
6	Sepulveda Bl & Ohio Ave	AM	23.9	C	28.8	C
		PM	22.1	C	32.9	C
7	Sepulveda Bl & Santa Monica Bl	AM	50.1	D	56.3	E
		PM	50.6	D	44.7	D
8	Sepulveda Bl & Nebraska Ave	AM	3	A	3.9	A
		PM	5.6	A	11.2	B
9	Sepulveda Bl & La Grange Ave	AM	4.6	A	5.7	A
		PM	5.8	A	4.8	A
10	Sepulveda Bl & Olympic Bl	AM	41	D	41.5	D
		PM	42.1	D	65.7	E
11	Sepulveda Bl & Pico Bl	AM	91	F	122	F

#	Study Intersection	Peak Period	Existing Conditions		Existing Plus Project	
		PM	40.7	D	63.1	E
12	Sepulveda BI & Exposition BI	AM	13	B	51.5	D
		PM	18.3	B	27.2	C
13	Sepulveda BI & National BI	AM	25.9	C	25.6	C
		PM	29.2	C	27.5	C
15	Sepulveda BI & Queensland St	AM	4.3	A	4.8	A
		PM	19.7	B	21.7	C
16	Sepulveda BI & Palms BI	AM	22.7	C	24.5	C
		PM	30.9	C	29.7	C
17	Sepulveda BI & Charnock Rd	AM	5.9	A	5.9	A
		PM	9.4	A	11.7	B
18	Sepulveda BI & Venice BI	AM	55.7	E	49	D
		PM	44.2	D	43.5	D
35	Sepulveda BI & Center Dr*	AM	13	B	13.9	B
		PM	12.9	B	19.9	B
36	Sepulveda BI & Howard Hughes Pkwy	AM	58.9	E	126.5	F
		PM	58.7	E	67.2	E
37	Sepulveda BI & 76th St	AM	94.9	F	196.4	F
		PM	20.8	C	58.6	E
38	Sepulveda BI & 80th St	AM	14.0	B	87.8	F
		PM	10.3	B	15.6	B
39	Sepulveda BI & 83rd St	AM	27.1	C	90.5	F
		PM	4.3	A	4.6	A
40	Sepulveda BI & Manchester Ave	AM	39.4	D	43.2	D
		PM	40.1	D	43.6	D
41	Sepulveda BI & Midblock*	AM	4.3	A	13.7	B
		PM	3.6	A	0.6	A
42	Sepulveda BI & La Tijera BI	AM	26.3	C	28.6	C
		PM	75.3	E	98.1	F
43	Sepulveda BI & Drollinger Wy	AM	5.9	A	6.9	A
		PM	9.7	A	19.9	B
44	Sepulveda BI & Westchester Pkwy	AM	28.7	C	29.3	C
		PM	26.3	C	25.9	C

Note: *lane configuration or signal phasing at these intersections disallowed HCM 7th, so HCM 2000 was used.

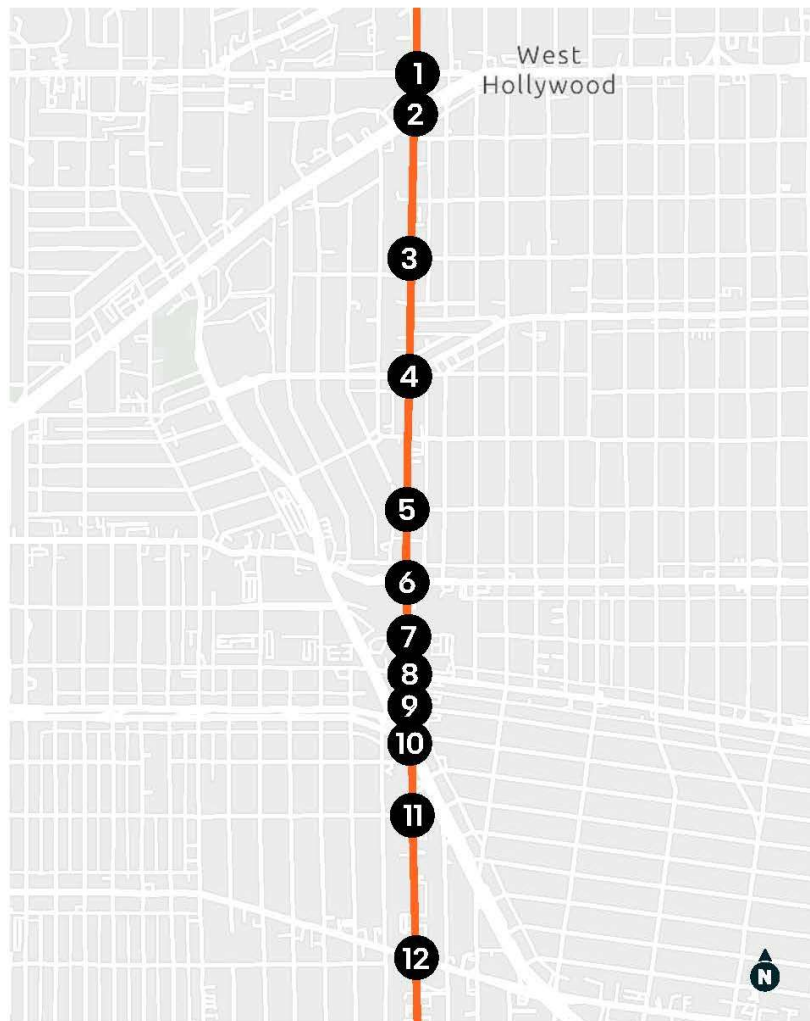
Table D-4: Santa Monica BI Corridor – Intersection Operational Results

#	Study Intersection	Peak Period	Existing Conditions		Existing Plus Project	
1	Ocean Ave & Santa Monica BI*	AM	17.4	B	17.4	B
		PM	20.0	C	20.0	C
2	2nd St & Santa Monica BI*	AM	18.4	B	19.3	B
		PM	24.2	C	25	C
3	3rd St Promenade & Santa Monica BI	AM	0.9	A	0.9	A
		PM	1.1	A	1.0	A
4	4th St & Santa Monica BI*	AM	32.8	C	33.1	C
		PM	26.3	C	26.3	C
5	5th St & Santa Monica BI*	AM	25.3	C	25.4	C
		PM	24.3	C	24.5	C
6	6th St & Santa Monica BI*	AM	9.8	A	12.1	B
		PM	9.3	A	12.5	B
7	7th St & Santa Monica BI*	AM	14.6	B	16.4	B
		PM	11.8	B	13.5	B
8	Lincoln BI & Santa Monica BI	AM	22.1	C	23.4	C
		PM	22.3	C	23.2	C
9	11th St & Santa Monica BI*	AM	18.1	B	20.2	C
		PM	18.2	B	20.1	C
10	14th St & Santa Monica BI	AM	16.2	B	18.6	B
		PM	15.5	B	15.3	B
11	17th St & Santa Monica BI*	AM	14.6	B	19.0	B
		PM	12.6	B	19.5	B
12	20th St & Santa Monica BI*	AM	29.2	C	35.3	D
		PM	26.1	C	32.5	C
13	21st St/St Johns Outbound & Santa Monica BI*	AM	2.8	A	4.4	A
		PM	3.0	A	5.4	A
14	Santa Monica BI & 22nd St/St Johns Inbound*	AM	2.9	A	4.4	A
		PM	2.5	A	3.9	A
15	23rd St & Santa Monica BI*	AM	8.0	A	11.4	B
		PM	5.8	A	7.7	A
16	Cloverfield BI & Santa Monica BI	AM	6.3	A	2.9	A
		PM	8.5	A	1.1	A
17	26th St & Santa Monica BI*	AM	20.1	C	24.6	C
		PM	22.4	C	28.9	C
18	Yale St & Santa Monica BI*	AM	17.8	B	22.8	C
		PM	22.4	C	27.9	C

#	Study Intersection	Peak Period	Existing Conditions		Existing Plus Project	
19	Berkeley St & Santa Monica BI*	AM	12.0	B	15.6	B
		PM	14.7	B	19.9	B
20	Centinela Ave & Santa Monica BI*	AM	18.4	B	25.5	C
		PM	17.7	B	37.0	D
37	Cotner Ave/I-405 NB Ramps & Santa Monica BI*	AM	50.2	D	52.3	D
		PM	37.2	D	37.7	D
38	Sepulveda BI & Santa Monica BI	AM	48.7	D	74.0	E
		PM	48.4	D	49.8	D
39	Veteran Ave & Santa Monica BI	AM	32.7	C	43.7	D
		PM	33.1	C	38.6	D
40	Westwood BI & Santa Monica BI	AM	64.5	E	102.7	F
		PM	55.1	E	72.4	E
41	Overland Ave & Santa Monica BI*	AM	27.9	C	42.4	D
		PM	32.8	C	45.2	D
42	Santa Monica BI & Manning Ave*	AM	9.7	A	11.7	B
		PM	26.1	C	27.5	C
43	Santa Monica BI & Westholme Ave	AM	5.4	A	6.4	A
		PM	9.7	A	13.3	B
44	Santa Monica BI & Thayer Ave*	AM	7.1	A	8.2	A
		PM	2.8	A	5.1	A
45	Beverly Glen BI & Santa Monica BI	AM	133.2	F	201.3	F
		PM	112.7	F	166.7	F
46	Century Park W & Santa Monica BI*	AM	19.3	B	66.6	E
		PM	28.9	C	40.1	D
47	Westfield Dr & Santa Monica BI*	AM	4.3	A	5.5	A
		PM	8.5	A	9.8	A
48	Ave of the Stars & Santa Monica BI*	AM	24.6	C	24.0	C
		PM	27.9	C	31.7	C
49	Century Park E & Santa Monica BI*	AM	21.1	C	21.6	C
		PM	20.5	C	20.9	C
50	S Moreno Dr & Santa Monica BI*	AM	15.8	B	17.1	B
		PM	22.0	C	21.7	C

Note: *lane configuration or signal phasing at these intersections disallowed HCM 7th, so HCM 2000 was used.

Intersection turning movement volumes and lane configurations under Existing Conditions are shown in figures starting next page.



1. La Cienega Blvd/Holloway Dr 	2. La Cienega Blvd/Santa Monica Blvd 	3. La Cienega Blvd/Warring Ave
4. La Cienega Blvd/Melrose Ave 	5. La Cienega Blvd/Oakwood Ave 	6. La Cienega Blvd/Beverly Blvd
7. La Cienega Blvd/Beverly Connection Drwy 	8. La Cienega Blvd/3rd St 	9. La Cienega Blvd/Blackburn Ave
10. La Cienega Blvd/San Vicente Blvd 	11. La Cienega Blvd/Clifton Wy 	12. La Cienega Blvd/Wilshire Blvd

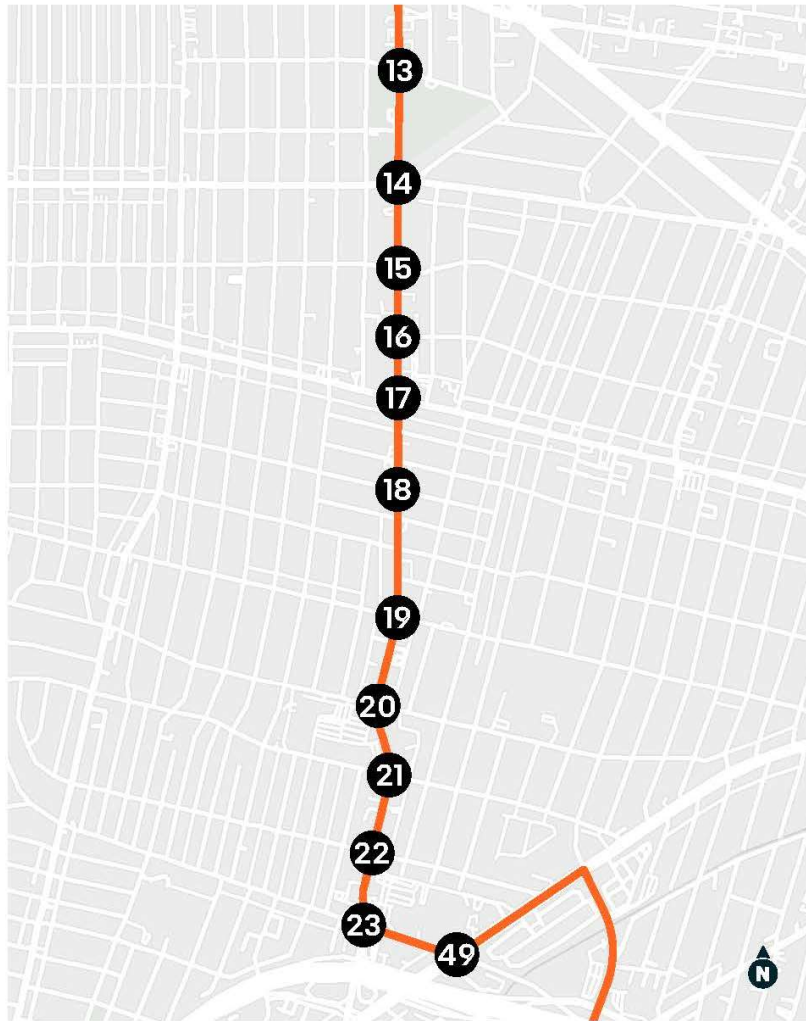
XX (YY) AM (PM) Peak Hour Traffic Volumes

Study Intersection

Signalized Intersection

STOP Stop Sign

La Cienega-Jefferson Corridor Peak Hour Traffic Volumes and Lane Configurations Existing Conditions (2025)



13. La Cienega Blvd/Gregory Wy 	14. La Cienega Blvd/Olympic Blvd 	15. La Cienega Blvd/Whitworth Dr
16. La Cienega Blvd/Packard St 	17. La Cienega Blvd/Pico Blvd 	18. La Cienega Blvd/Cashio St
19. La Cienega Blvd/Airdrome St 	20. La Cienega Blvd/18th St 	21. La Cienega Blvd/Sawyer St
22. La Cienega Blvd/Guthrie Ave 	23. La Cienega Blvd/Cadillac Ave 	49. Venice Blvd/Cadillac Ave/I-10 WB Off-Ramp

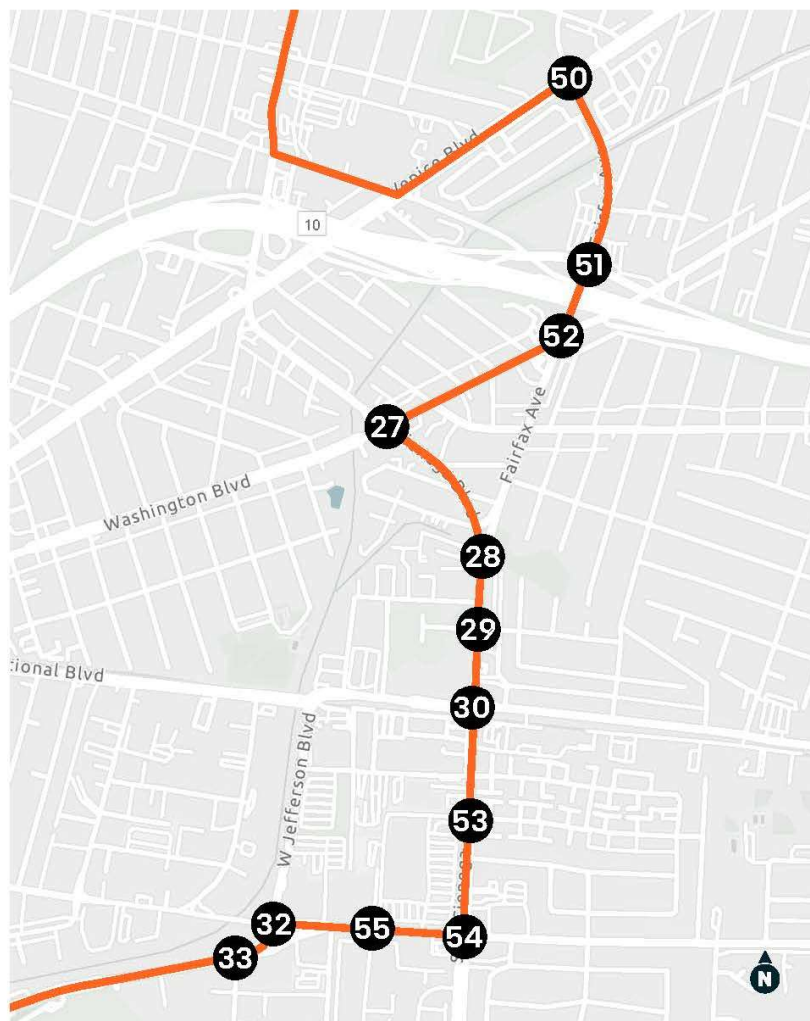
XX (YY) AM (PM) Peak Hour Traffic Volumes

Study Intersection

Signalized Intersection

STOP Stop Sign

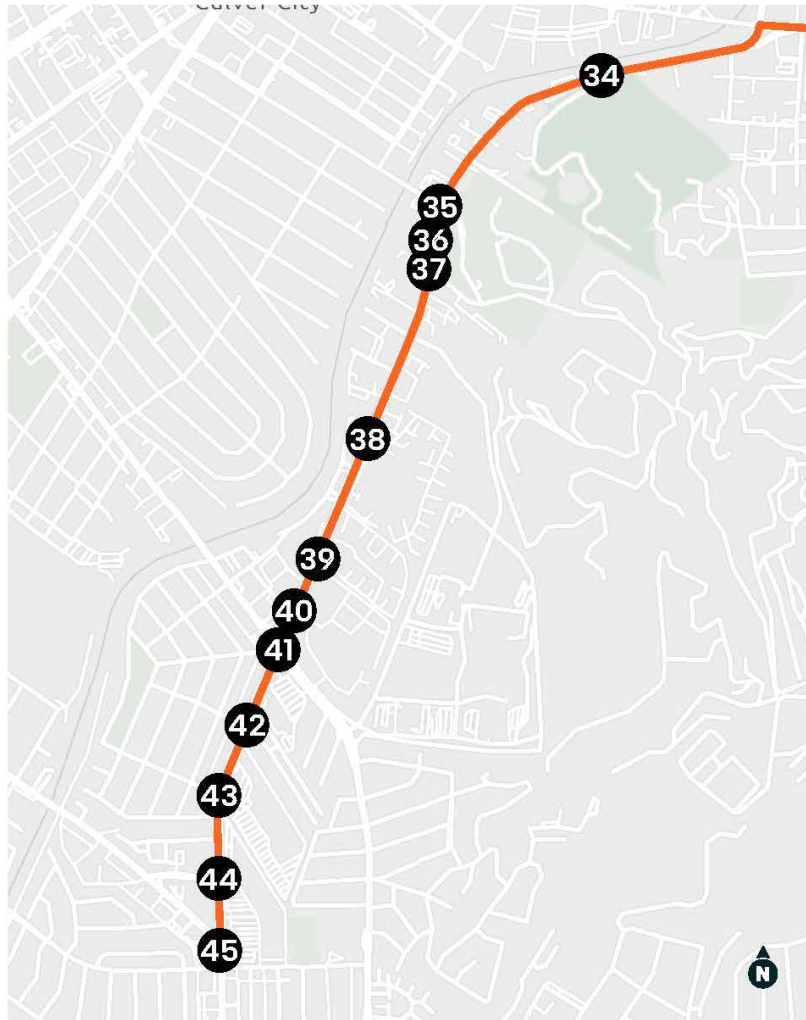
La Cienega-Jefferson Corridor Peak Hour Traffic Volumes and Lane Configurations Existing Conditions (2025)



50. Fairfax Ave/Venice Blvd 	51. Fairfax Ave/I-10 Ramps/Electric Dr 	52. Fairfax Ave/Washington Blvd
27. La Cienega Blvd/Washington Blvd 	28. La Cienega Blvd/Blackwelder St/Fairfax Ave 	29. La Cienega Blvd/Cumulus Dr/Boden St
30. La Cienega Blvd/Jefferson Blvd 	53. La Cienega Blvd/Cierson St 	54. La Cienega Blvd/Obama Blvd
55. Kalsman Dr/Obama Blvd 	32. Jefferson Blvd/Higuera St/Obama Blvd 	33. Jefferson Blvd/Holdrege Ave

- XX (YY) AM (PM) Peak Hour Traffic Volumes
- # Study Intersection
- Signalized Intersection
- Stop Sign

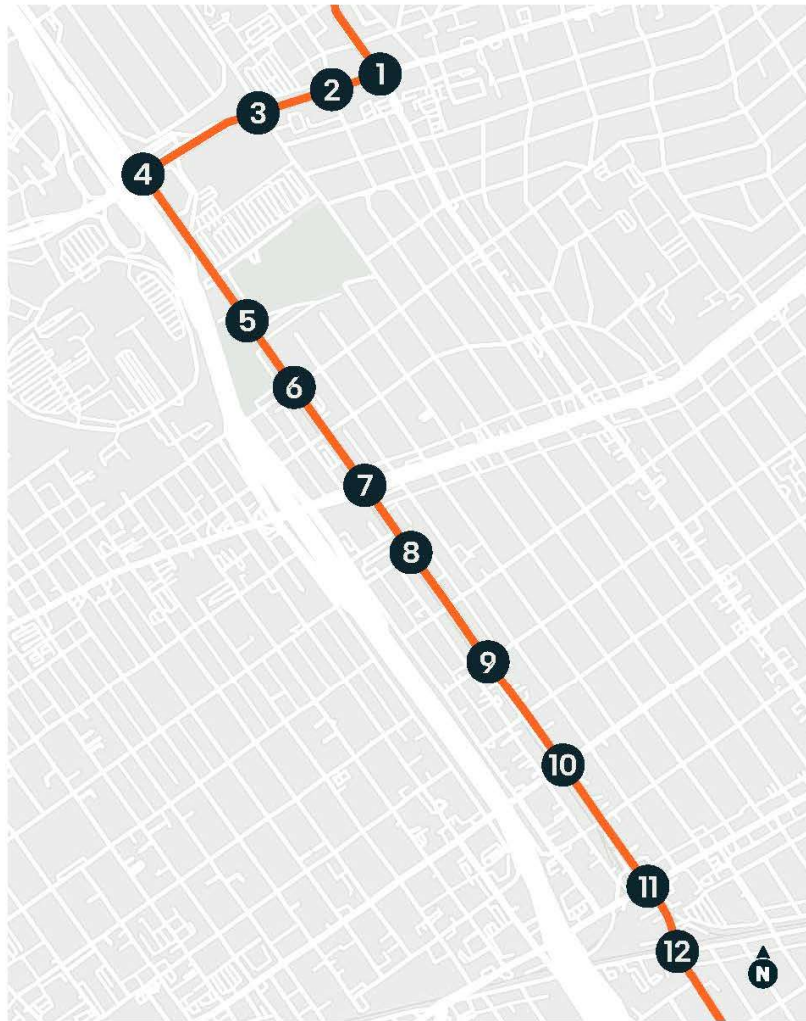
La Cienega-Jefferson Corridor Peak Hour Traffic Volumes and Lane Configurations Existing Conditions (2025)



34. Jefferson Blvd/Hetzler Rd 	35. Jefferson Blvd/Duquesne Ave 	36. Jefferson Blvd/Pac Bell Dwy
37. Jefferson Blvd/Leahy St/College Blvd 	38. Jefferson Blvd/Raintree Cir 	39. Jefferson Blvd/Indian Wood Rd
40. Jefferson Blvd/Jordan Way/Summertime Ln 	41. Jefferson Blvd/Overland Ave 	42. Jefferson Blvd/Kinston Ave
43. Jefferson Blvd/Cota St 	44. Jefferson Blvd/Machado Rd 	45. Sepulveda Blvd/Jefferson Blvd

- XX (YY) AM (PM) Peak Hour Traffic Volumes
- # Study Intersection
- Signalized Intersection
- Stop Sign

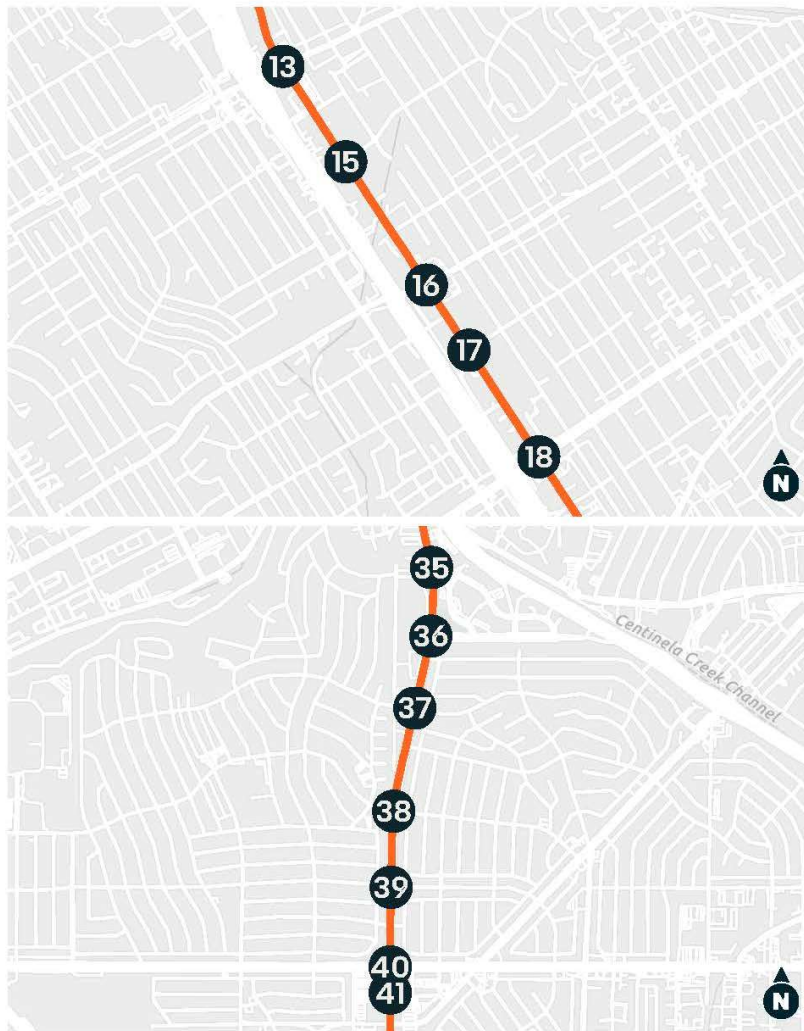
La Cienega-Jefferson Corridor Peak Hour Traffic Volumes and Lane Configurations Existing Conditions (2025)



1. Westwood Blvd/Wilshire Blvd 	2. Gayley Ave/Midvale Ave/Wilshire Blvd 	3. Veteran Ave/Wilshire Blvd
4. Sepulveda Blvd/Wilshire Blvd 	5. Sepulveda Blvd Midblock 	6. Sepulveda Blvd/Ohio Ave
7. Sepulveda Blvd/Santa Monica Blvd 	8. Sepulveda Blvd/Nebraska Ave 	9. Sepulveda Blvd/La Grange Ave
10. Sepulveda Blvd/Olympic Blvd 	11. Sepulveda Blvd/Pico Blvd 	12. Sepulveda Blvd/Exposition Blvd

- XX (YY) AM (PM) Peak Hour Traffic Volumes
- # Study Intersection
- Signalized Intersection
- Stop Sign

Sepulveda Corridor Peak Hour Traffic Volumes and Lane Configurations Existing Conditions (2025)



13. Sepulveda Blvd/National Blvd 	15. Sepulveda Blvd/Queensland St 	16. Sepulveda Blvd/Palms Blvd
17. Sepulveda Blvd/Charnock Rd 	18. Sepulveda Blvd/Venice Blvd 	35. Sepulveda Blvd/Center Dr
36. Sepulveda Blvd/Howard Hughes Pkwy 	37. Sepulveda Blvd/77th St/76th St 	38. Sepulveda Blvd/80th St/79th St
39. Sepulveda Blvd/83rd St 	40. Sepulveda Blvd/Manchester Ave 	41. Sepulveda Blvd Midblock

XX (YY) AM (PM) Peak Hour Traffic Volumes

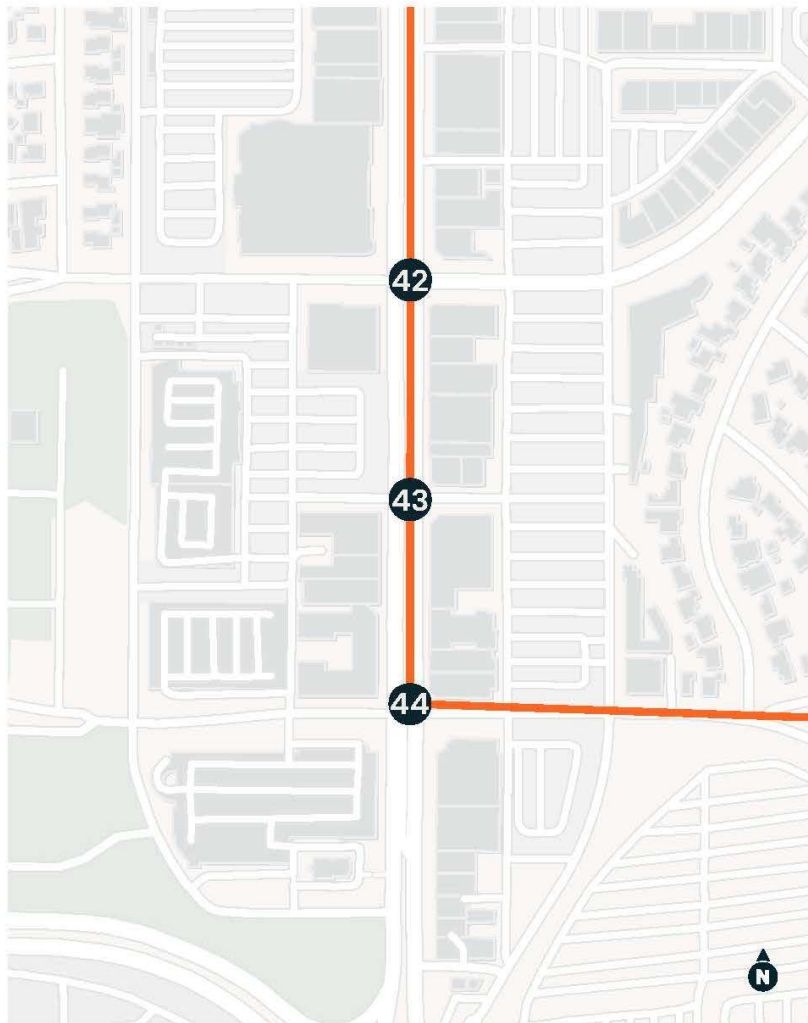
Study Intersection

Signalized Intersection

STOP Stop Sign

Fehr & Peers

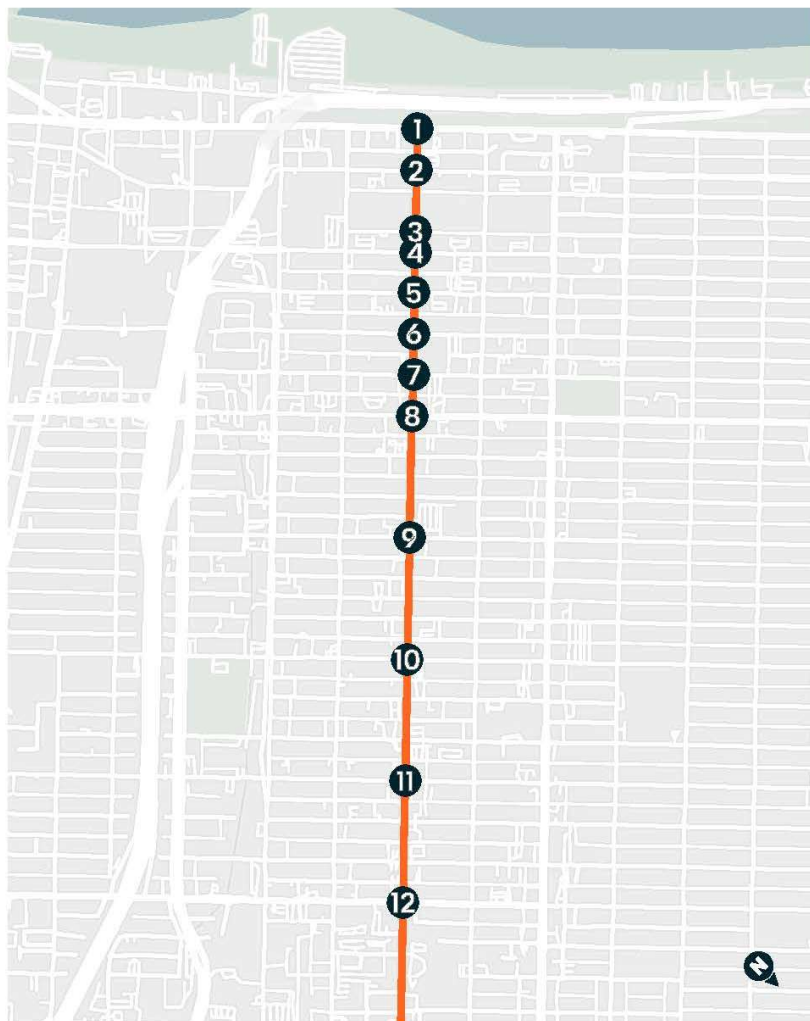
Sepulveda Corridor Peak Hour Traffic Volumes and Lane Configurations Existing Conditions (2025)



42. Sepulveda Blvd/La Tijera Blvd	43. Sepulveda Blvd/Dollinger Wy	44. Sepulveda Blvd/Westchester Pkwy
80 (123) 124 (2,673) 40 (106) 40 (53) 177 (182) 291 (292) 57 (56) 131 (242) 52 (44) 66 (72) 1,354 (1,828) 145 (376)	34 (53) 152 (3,096) 27 (55) 24 (23) 8 (9) 17 (24) 13 (24) 2 (16) 37 (53) 98 (59) 1,528 (2,309) 20 (26)	24 (4) 1,470 (1,377) 78 (154) 319 (91) 461 (190) 230 (215) 15 (35) 139 (237) 93 (126) 105 (11) 1,253 (3,187) 45 (51)

Sepulveda Corridor Peak Hour Traffic Volumes and Lane Configurations Existing Conditions (2025)

XX (YY)	AM (PM) Peak Hour Traffic Volumes
#	Study Intersection
	Signalized Intersection
	Stop Sign



1. Ocean Ave/Santa Monica Blvd 	2. 2nd St/Santa Monica Blvd 	3. 3rd St Promenade/Santa Monica Blvd
4. 4th St/Santa Monica Blvd 	5. 5th St/Santa Monica Blvd 	6. 6th St/Santa Monica Blvd
7. 7th St/Santa Monica Blvd 	8. Lincoln Blvd/Santa Monica Blvd 	9. 11th St/Santa Monica Blvd
10. 14th St/Santa Monica Blvd 	11. 17th St/Santa Monica Blvd 	12. 20th St/Santa Monica Blvd

XX (YY) AM (PM) Peak Hour Traffic Volumes



Study Intersection

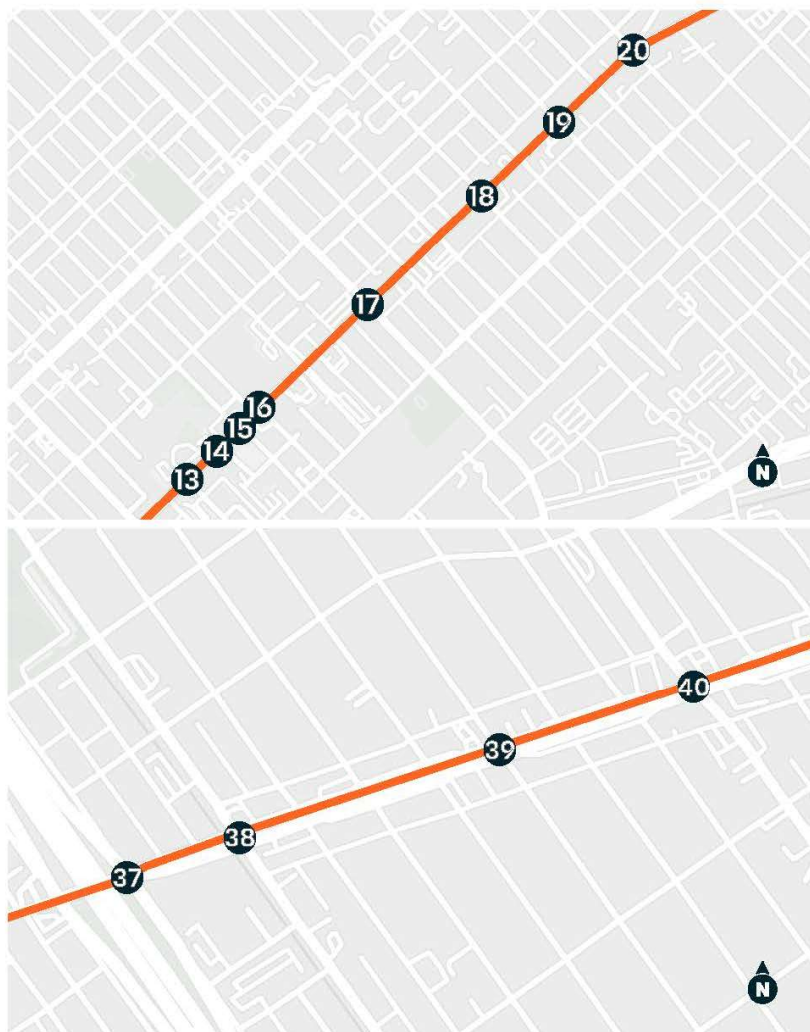


Signalized Intersection



Stop Sign

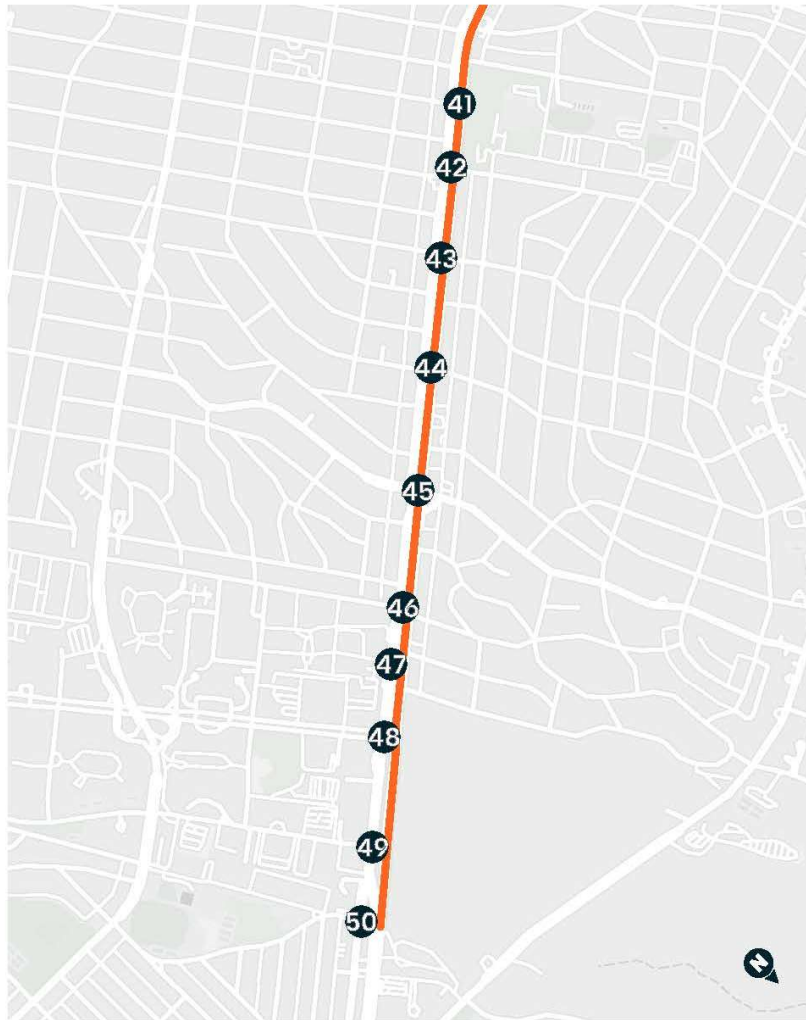
Santa Monica Corridor Peak Hour Traffic Volumes and Lane Configurations Existing Conditions (2025)



13. St Johns OB/21st St/Santa Monica Blvd 	14. 22nd St/St Johns IB/Santa Monica Blvd 	15. 23rd St/Santa Monica Blvd
16. Cloverfield Blvd/Santa Monica Blvd 	17. 26th St/Santa Monica Blvd 	18. Yale St/Santa Monica Blvd
19. Berkeley St/Santa Monica Blvd 	20. Centinela Ave/Santa Monica Blvd 	37. Cotner Ave/405 NB Ramps/Santa Monica Blvd
38. Sepulveda Blvd/Santa Monica Blvd 	39. Veteran/Santa Monica Blvd 	40. Westwood Blvd/Santa Monica Blvd

- XX (YY) AM (PM) Peak Hour Traffic Volumes
- # Study Intersection
- Signalized Intersection
- Stop Sign

Santa Monica Corridor Peak Hour Traffic Volumes and Lane Configurations Existing Conditions (2025)



41. Overland Ave/Santa Monica Blvd 	42. Manning Ave/Santa Monica Blvd 	43. Westholme Ave/Santa Monica Blvd
44. Thayer Ave/Santa Monica Blvd 	45. Beverly Glen Blvd/Santa Monica Blvd 	46. Century Park W/Santa Monica Blvd
47. Westfield Dr/Santa Monica Blvd 	48. Ave of the Stars/Santa Monica Blvd 	49. Century Park E/Santa Monica Blvd
50. S Moreno Dr/Santa Monica Blvd 		

Santa Monica Corridor Peak Hour Traffic Volumes and Lane Configurations Existing Conditions (2025)

XX (YY) AM (PM) Peak Hour
Traffic Volumes

Study Intersection

Signalized Intersection

STOP Stop Sign

Appendix E. Signal Operation Characteristics

Transit Signal Priority (TSP) is a way to help buses move through signalized intersections with fewer stops and less delay. When a bus is approaching, the traffic signal can make a small adjustment—such as keeping the green on a few seconds longer or returning to green a little sooner—so the bus can clear the intersection more easily. However, not every intersection can support these adjustments equally well. Some signals already have very “tight” timing because of heavy traffic, long pedestrian crossings, or complicated turning movements, which limits how much flexibility the signal has to help buses. Also, the configuration of TSP parameters with respect to the bus stop location is an important variable. With farside bus stops, using green extension is typically more beneficial than with a nearside bus stop, for example. More advanced functions include “phase reservice” which will reinsert a brief phase in the direction of bus travel to minimize bus delay, but is used selectively.

To understand where TSP is easiest versus hardest to add, Fehr & Peers reviewed an intersection inventory that describes how each signal operates today, including:

Cycle Length: How long does the signal runs in the morning and afternoon?

Leading Pedestrian Interval (LPI): Whether there are special timing features for pedestrians?

Coordination Plan: Whether the intersection is part of a coordinated corridor where signals are timed to work together?

Using this information, intersections can be grouped from “low complexity” locations where TSP can usually be added with minimal changes, to “high complexity” locations where bus priority would likely be limited or could cause noticeable tradeoffs for other users. Overall, transit signal priority is most feasible at intersections with shorter cycle lengths, simpler signal phasing, and fewer pedestrian timing constraints, while priority at major arterial crossings is generally more limited and requires careful management to balance impacts to other users.

Another possible, although unconventional solution would be to implement signalized queue jumps at all intersections that have a parallel LPI. In these cases, the signal timing already holds all vehicular movements for typically 4 seconds to provide an advance walk indication for pedestrians. The parallel bus movement would be able to safely enter the intersection as it does not cross the pedestrian path, gaining back up to 4 seconds per signal of in-motion time without taking anything away from existing vehicle operations. This could be accomplished through the addition of a transit-specific (or “motorman’s”) signal head. This strategy requires there to be either a curb lane that is shared for buses and right-turns only, or a special bus-only queue jump lane. Most signals in the study corridors already have implemented LPIs in the major direction of travel as a safety measure; implementation at other intersections will depend on the phasing and timing available.

Fehr & Peers summarize signal operation characteristics on study intersections in the sections below.

La Cienega Bl Corridor

Signal operation characteristics on La Cienega Bl corridor are presented in Table E-1 and summarized below:

- Typical cycle length is 90 seconds and 120 seconds, with several locations operating at 150 seconds where La Cienega Bl intersects with major arterials such as Venice Bl, Jefferson Bl, and Obama Bl.
- Leading Pedestrian Intervals (LPIs) and transit priority timing are present at many intersections, particularly within the City of Los Angeles jurisdiction. A smaller number of intersections, including some in Culver City, also include LPIs. City of West Hollywood is in the process of configuring LPIs citywide, including intersections on La Cienega Bl.
- Approximately half of the intersections include protected or protected-permissive left-turn phases on movements along La Cienega Bl and Jefferson Bl.

Sepulveda Bl Corridor

Signal operation characteristics on the Sepulveda Bl corridor are presented in Table E-2 and summarized below:

- Typical cycle lengths along the corridor range from 90 to 120 seconds, with several locations operating at 150 seconds where Sepulveda Bl intersects with major arterials such as Wilshire Bl and Santa Monica Bl.
- Most signalized intersections along Sepulveda Bl within the City of Los Angeles include transit priority timing. Leading Pedestrian Intervals (LPIs) are present at several major crossings. Three intersections, Wilshire Bl & Westwood Bl, and where Sepulveda Bl intersects with Wilshire Bl and Santa Monica Bl have LPIs on all approaches.
- A majority of intersections include protected or protected-permissive left-turn phases, especially at crossings with major arterials.

Santa Monica Bl Corridor

Signal operation characteristics on the Santa Monica Bl corridor are presented in Table E-3 and summarized below:

- Typical cycle lengths range from 80 to 120 seconds, with shorter cycles (80–100 seconds) common in the City of Santa Monica and longer cycles (120 seconds) in the City of Los Angeles. A limited number of intersections operate with 150-second cycles at major crossings such as Sepulveda Bl and Westwood Bl.
- Leading Pedestrian Intervals are present at many intersections. Transit priority timing is primarily implemented east of Sepulveda Bl.
- Less than half of study intersections include protected or protected-permissive left-turn phases on movements along Santa Monica Bl.

Table E-1: La Cienega Bl Corridor – Intersection Signal Operation Characteristics

Int #	N/S Street	E/W Street	Existing Phase Settings*								Existing Cycle Length (s)		Leading Pedestrian Interval (LPI)				Transit Priority Timing
			NBL	NBR	SBL	SBR	EBL	EBR	WBL	WBR	AM	PM	NB	SB	EB	WB	
1	La Cienega Bl	Holloway Dr	Prot/Perm		Prot/Perm	Prot/Perm	Prot		Prot/Perm		120	110					
2	La Cienega Bl	Santa Monica Bl	Prot		N/A		Prot		Prot		120	110			2		
3	La Cienega Bl	Waring Ave					N/A	N/A			120	120				4	Y
4	La Cienega Bl	Melrose Ave		Prot/Perm			Prot/Perm		Prot		120	120					Y
5	La Cienega Bl	Oakwood Ave	N/A			N/A	N/A	N/A			120	120					Y
6	La Cienega Bl	Beverly Bl	Prot/Perm	Prot/Perm	Prot/Perm		Prot	Prot/Perm	Prot	Prot/Perm	120	120	6	6	6	6	Y
7	La Cienega Bl	Beverly Connection Driveway	Prot/Perm		Prot/Perm			Prot/Perm		Prot/Perm	120	120					Y
8	La Cienega Bl	3rd St	Prot		Prot		Prot/Perm		Prot/Perm		120	120					Y
9	La Cienega Bl	Blackburn Ave	Prot		Prot		N/A		N/A		120	120					Y
10	La Cienega Bl	San Vicente Bl	Prot	N/A	N/A	N/A	N/A		N/A	Prot/Perm	120	120	4	4	4	4	Y
11	La Cienega Bl	Clifton Wy									120	100	4	4	4	4	
12	La Cienega Bl	Wilshire Bl	Prot/Perm		Prot/Perm		Prot/Perm		Prot/Perm		90	90					
13	La Cienega Bl	Gregory Wy									90	90	4	4	4	4	Y
14	La Cienega Bl	Olympic Bl	Prot/Perm		Prot/Perm		Prot/Perm				120	120	4	4	4	4	Y
15	La Cienega Bl	Whitworth Dr									90	90			4	4	Y
16	La Cienega Bl	Packard St.	N/A			N/A	N/A	N/A			90	90	4	4			
17	La Cienega Bl	Pico Bl	Prot				Prot		Prot/Perm	Prot/Perm	120	120	4	4	4	4	Y
18	La Cienega Bl	Cashio St									90	90			4	4	Y
19	La Cienega Bl	Airdrome St									90	90			4	4	Y
20	La Cienega Bl	18th St									90	90			4	4	Y
21	La Cienega Bl	Sawyer St	Prot/Perm		Prot/Perm						90	90			5	5	Y
22	La Cienega Bl	Guthrie Ave									90	90			4	4	Y
23	La Cienega Bl	Cadillac Ave	Prot/Perm		Prot/Perm		Prot/Perm	Prot/Perm	Prot/Perm	Prot/Perm	120	120					Y
24	La Cienega Bl	David Ave / WB I-10 On-Ramp	Prot/Perm				N/A	N/A	Prot/Perm		90	90				4	Y
25	La Cienega Bl	Venice Bl	Prot		Prot		Prot		Prot		150	150	4	4	4	4	Y
26	La Cienega Bl	Alvira St							N/A	N/A	90	90	4	4			
27	La Cienega Bl	Washington Bl	Prot		Prot		Prot/Perm		Prot/Perm								
28	La Cienega Bl	Fairfax Ave							Prot/Perm		75	75					Y

Int #	N/S Street	E/W Street	Existing Phase Settings*								Existing Cycle Length (s)		Leading Pedestrian Interval (LPI)				Transit Priority Timing
			NBL	NBR	SBL	SBR	EBL	EBR	WBL	WBR	AM	PM	NB	SB	EB	WB	
29	La Cienega Bl	Boden St	Prot/Perm		Prot/Perm						75	75					Y
30	La Cienega Bl	Jefferson Bl	Prot		Prot	Prot/Perm	Prot		Prot		150	150	6	6	6	6	Y
31	Jefferson Bl	National Bl	Prot	Prot		Prot/Perm			Prot/Perm	Prot/Perm	Uncoord	Uncoord					
32	Jefferson Bl	Obama Bl		N/A	Prot/Perm		Prot/Perm		Prot		100	100					
33	Jefferson Bl	Holdrege Ave					N/A	N/A		Prot/Perm	90	90					
34	Jefferson Bl	Hetzler Rd			Prot		N/A	N/A									
35	Jefferson Bl	Duquesne Ave	Prot		Prot	Prot/Perm	Prot/Perm	Prot/Perm		Prot/Perm	120	120	4	4			
36	Jefferson Bl	Pac Bell Dwy									120	120					
37	Jefferson Bl	Leahy St	Prot		Prot		Prot/Perm		Prot/Perm	Prot/Perm	120	120					
38	Jefferson Bl	Raintree Cir						Prot			120	120					
39	Jefferson Bl	Indian Wood Rd					N/A	N/A			120	120					
40	Jefferson Bl	Summertime Ln					Prot/Perm			Prot/Perm	120	120					
41	Jefferson Bl	Overland Ave	Prot	N/A	Prot	N/A	Prot	Prot/Perm	Prot	Prot/Perm	120	120					
42	Jefferson Bl	Kinston Ave									120	120	4	4			
43	Jefferson Bl	Cota St	Prot		Prot		Prot/Perm		Prot/Perm	Prot/Perm	120	120					
44	Jefferson Bl	Machado Rd	Prot/Perm		Prot/Perm	Prot/Perm	Prot/Perm	Prot/Perm	Prot/Perm		120	120					
45	Jefferson Bl	Sepulveda Bl	N/A	N/A			N/A	N/A	Prot		5140	140					
46	Cadillac Ave	Venice Bl	Prot	N/A				N/A			120	120					Y
47	Venice Bl	Fairfax Ave	Prot		Prot		Prot/Perm	Prot/Perm	Prot		120	120					Y
48	Electric Dr	Fairfax Ave	Prot		Prot/Perm		Prot/Perm	Prot	Prot/Perm	Prot/Perm	90	90					Y
49	Washington Bl	Fairfax Ave		Prot/Perm	Prot				Prot		120	120					Y
50	La Cienega Bl	Clemson St	Prot/Perm					Prot/Perm			150	150					Y
51	La Cienega Bl	Obama Bl	Prot		Prot	N/A	Prot/Perm	Prot/Perm	Prot/Perm	Prot/Perm	150	150					Y
52	Obama Bl	Kalsman Dr			N/A	N/A			Prot/Perm		75	75					

Note:
 Movement acronyms represent the cardinal direction (first two letters) and the turn movement (last letter). For example, NBL=Northbound-left movement, NBR = Northbound-right movement, and NBT =Northbound-through movement.
 Prot = Protected phase. Perm = Permissive phase. Uncoord = Uncoordinated

Table E-2: Sepulveda BI Corridor – Intersection Signal Operation Characteristics

Int #	N/S Street	E/W Street	Existing Phase Settings								Existing Cycle Length (s)		Leading Pedestrian Interval (LPI)				Transit Priority Timing
			NBL	NBR	SBL	SBR	EBL	EBR	WBL	WBR	AM	PM	NB	SB	EB	WB	
1	Wilshire Bl	Westwood Bl	Prot/ Perm		Prot/ Perm	Prot/ Perm	Prot		Prot		150	150	4	4	4	4	
2	Wilshire Bl	Midvale Ave/Gayley Ave	Prot/ Perm			Prot/ Perm	Prot				150	150					
3	Wilshire Bl	Veteran Ave	Prot/ Perm	Prot/ Perm		Prot/ Perm	Prot		Prot		150	150					Y
4	Wilshire Bl	Sepulveda Bl	Prot	Prot/ Perm	Prot	Prot/ Perm	Prot		Prot	Prot/ Perm	150	150	4	4	4	4	Y
5	Sepulveda Bl	Midblock	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Uncoord	Uncoord					
6	Sepulveda Bl	Ohio Ave									90	90					Y
7	Sepulveda Bl	Santa Monica Bl	Prot/ Perm		Prot/ Perm	Prot/ Perm	Prot	Prot/ Perm	Prot	Prot/ Perm	150	150	4	4	4	4	Y
8	Sepulveda Bl	Nebraska Ave	Prot/ Perm								90	90					Y
9	Sepulveda Bl	La Grange Ave									90	90					Y
10	Sepulveda Bl	Olympic Bl	Prot/ Perm	Prot/ Perm	Prot/ Perm		Prot		Prot		120	120					Y
11	Sepulveda Bl	Pico Bl	Prot		Prot/ Perm	Prot/ Perm	Prot/ Perm	Prot/ Perm	Prot/ Perm		120	120					Y
12	Sepulveda Bl	Exposition Bl									90	90	0	0	4	4	Y
13	Sepulveda Bl	National Bl	Prot/ Perm				Prot				90	90					Y
14	Sepulveda Bl	Clover Ave	N/A			N/A	N/A	N/A			Uncoord	Uncoord					
15	Sepulveda Bl	Queensland St									90	90	0	0	4	4	Y
16	Sepulveda Bl	Palms Bl									90	90					Y
17	Sepulveda Bl	Charnock Rd									90	90					Y
34	Sepulveda Bl	Centinela Ave	Prot		Prot		Prot	Prot/ Perm	Prot		140	140					
35	Sepulveda Bl	Center Dr	N/A	Prot/ Perm	Prot	N/A	N/A	N/A	Prot	Prot/ Perm	90	90					
36	Sepulveda Bl	Howard Hughes Pkwy	N/A		Prot	N/A	N/A	N/A	Prot	Prot/ Perm	120	120	0	0	0	4	Y
37	Sepulveda Bl	76th St	Prot		Prot		Prot	Prot/ Perm		Prot/ Perm	150	120					Y
38	Sepulveda Bl	80th St									90	90					Y
39	Sepulveda Bl	83rd St									90	90					Y
40	Sepulveda Bl	Manchester Ave	Prot/ Perm	Prot/ Perm	Prot/ Perm		Prot		Prot/ Perm		120	120	0	0	4	4	Y
41	Sepulveda Bl	Midblock	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	90	90					
42	Sepulveda Bl	La Tijera Bl	Prot/ Perm	Prot/ Perm	Prot/ Perm	Prot/ Perm	Prot/ Perm	Prot/ Perm	Prot/ Perm		110	110					Y
43	Sepulveda Bl	Drollinger Wy									90	90					Y
44	Sepulveda Bl	Westchester Pkwy	Prot/ Perm	Prot/ Perm	Prot/ Perm	Prot/ Perm	Prot/ Perm		Prot/ Perm		100	100					Y

Int #	N/S Street	E/W Street	Existing Phase Settings								Existing Cycle Length (s)		Leading Pedestrian Interval (LPI)				Transit Priority Timing
			NBL	NBR	SBL	SBR	EBL	EBR	WBL	WBR	AM	PM	NB	SB	EB	WB	
45	Westchester Pkwy	Sepulveda Eastway									60	90					Y
46	Westchester Pkwy	Jetway Bl	Prot	Prot/Perm					Prot/Perm		120	120					
47	Westchester Pkwy	Jenny Ave	N/A								90	90					Y
48	Westchester Pkwy	Airport Bl	Prot/Perm		Prot/Perm	Prot/Perm	Prot/Perm	Prot/Perm	Prot/Perm		120	120					
49	Arbor Vitae Bl	Bellanca Ave	N/A	N/A			Prot/Perm	N/A	N/A		90	90	0	4	0	0	
50	Arbor Vitae Bl	Aviation Bl	Prot/Perm	Prot/Perm	Prot/Perm		Prot/Perm	Prot/Perm	Prot		120	120					
51	Aviation Bl	Metro Plaza Wy/94th St	Prot		Prot	Prot	Prot	Prot/Perm		Prot/Perm	120	120					

Note:
 Movement acronyms represent the cardinal direction (first two letters) and the turn movement (last letter). For example, NBL=Northbound-left movement, NBR = Northbound-right movement, and NBT =Northbound-through movement.
 Prot = Protected phase. Perm = Permissive phase. Uncoord = Uncoordinated

Table E-3: Santa Monica Bl Corridor – Intersection Signal Operation Characteristics

Int #	N/S Street	E/W Street	Existing Phase Settings								Existing Cycle Length (s)		Leading Pedestrian Interval (LPI)				Transit Priority Timing
			NBL	NBR	SBL	SBR	EBL	EBR	WBL	WBR	AM	PM	NB	SB	EB	WB	
1	Santa Monica Bl	Ocean Ave	N/A		Prot/Perm	N/A	N/A	N/A		Prot/ Perm	100	100			4		
2	Santa Monica Bl	2nd St									100	100					
3	Santa Monica Bl	3rd St Promenade	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A							
4	Santa Monica Bl	4th St					N/A		N/A								
5	Santa Monica Bl	5th St									100	100			4	4	
6	Santa Monica Bl	6th St									100	100	4	4			
7	Santa Monica Bl	7th St									100	100	4	4			
8	Santa Monica Bl	Lincoln Bl	Prot/Perm		Prot/Perm				Prot/Perm		100	100					
9	Santa Monica Bl	11th St									80	80	4	4			
10	Santa Monica Bl	14th St									80	80					
11	Santa Monica Bl	17th St									80	80	4	4	4	4	
12	Santa Monica Bl	20th St	Prot/Perm		Prot/Perm		Prot/Perm		Prot/Perm		120	120	4	4			
13	Santa Monica Bl	21st St					N/A			N/A	120	120		4			
14	Santa Monica Bl	22nd St	N/A	N/A	N/A	N/A	Prot/Perm	N/A	N/A		120	120					
15	Santa Monica Bl	23rd St			N/A	N/A					120	120					
16	Santa Monica Bl	Cloverfield Bl	Prot		N/A	N/A	N/A		Prot/Perm	N/A	120	120					
17	Santa Monica Bl	26th St	Prot/Perm		Prot/Perm		Prot/Perm		Prot/Perm								
18	Santa Monica Bl	Yale St									100	100	4	4			

Int #	N/S Street	E/W Street	Existing Phase Settings								Existing Cycle Length (s)		Leading Pedestrian Interval (LPI)				Transit Priority Timing
			NBL	NBR	SBL	SBR	EBL	EBR	WBL	WBR	AM	PM	NB	SB	EB	WB	
19	Santa Monica Bl	Berkeley St									120	120	4	4			
20	Santa Monica Bl	Centinela Ave									90	90	4	4	4	4	
38	Santa Monica Bl	Sepulveda Bl	Prot/ Perm		Prot/ Perm	Prot/ Perm	Prot	Prot/ Perm	Prot	Prot/ Perm	150	150	4	4	4	4	Y
39	Santa Monica Bl	Veteran Ave	Prot/ Perm		Prot/ Perm		Prot		Prot		120	120					Y
40	Santa Monica Bl	Westwood Bl	Prot/ Perm		Prot/ Perm		Prot/ Perm	Prot/ Perm	Prot/ Perm	Prot/ Perm	150	150					Y
41	Santa Monica Bl	Overland Ave	Prot	Prot	N/A	N/A	N/A		Prot	N/A	120	120					Y
42	Santa Monica Bl	Manning Ave	N/A	N/A	Prot		N/A		Prot	N/A	120	120		4			Y
43	Santa Monica Bl	Westholme Ave	N/A	N/A	Prot		N/A		Prot	N/A	120	120		4			Y
44	Santa Monica Bl	Thayer Ave	N/A	N/A	N/A	Prot/ Perm	N/A		N/A	N/A	120	120					Y
45	Santa Monica Bl	Beverly Glen Bl	Prot		Prot		Prot	Prot/ Perm	Prot		120	120	4	4			Y
46	Santa Monica Bl	Century Park W	N/A	N/A	Prot	Prot	Prot	N/A	N/A	Prot/ Perm	120	120					Y
47	Santa Monica Bl	Westfield Dr															
48	Santa Monica Bl	Ave of the Stars	Prot	Prot	N/A	N/A	N/A	Prot/ Perm	Prot	N/A	120	120	4				Y
49	Santa Monica Bl	Century Park E	Prot	Prot	N/A	N/A	Prot	Prot/ Perm	Prot	N/A	120	120					Y
50	Santa Monica Bl	Moreno Dr			N/A	N/A	Prot		Prot	Prot/ Perm	120	120		4			

Note:
Movement acronyms represent the cardinal direction (first two letters) and the turn movement (last letter). For example, NBL=Northbound-left movement, NBR = Northbound-right movement, and NBT =Northbound-through movement.
Prot = Protected phase. Perm = Permissive phase. Uncoord = Uncoordinated