

WELCOME!



WESTSIDE CITIES
COUNCIL OF GOVERNMENTS



Welcome to the Community Workshop for the Westside Bus Connection Program!

This workshop is an opportunity to learn about proposed bus improvements, share your experience and input, and ensure that the project team understands how we can best meet the mobility needs of the community and improve bus service on the Westside.

Take a look around, learn more about the project, and leave feedback by using the interactive boards. Please feel free to speak with the staff and project team about the Westside Bus Connection Program.

COMMUNITY GUIDELINES

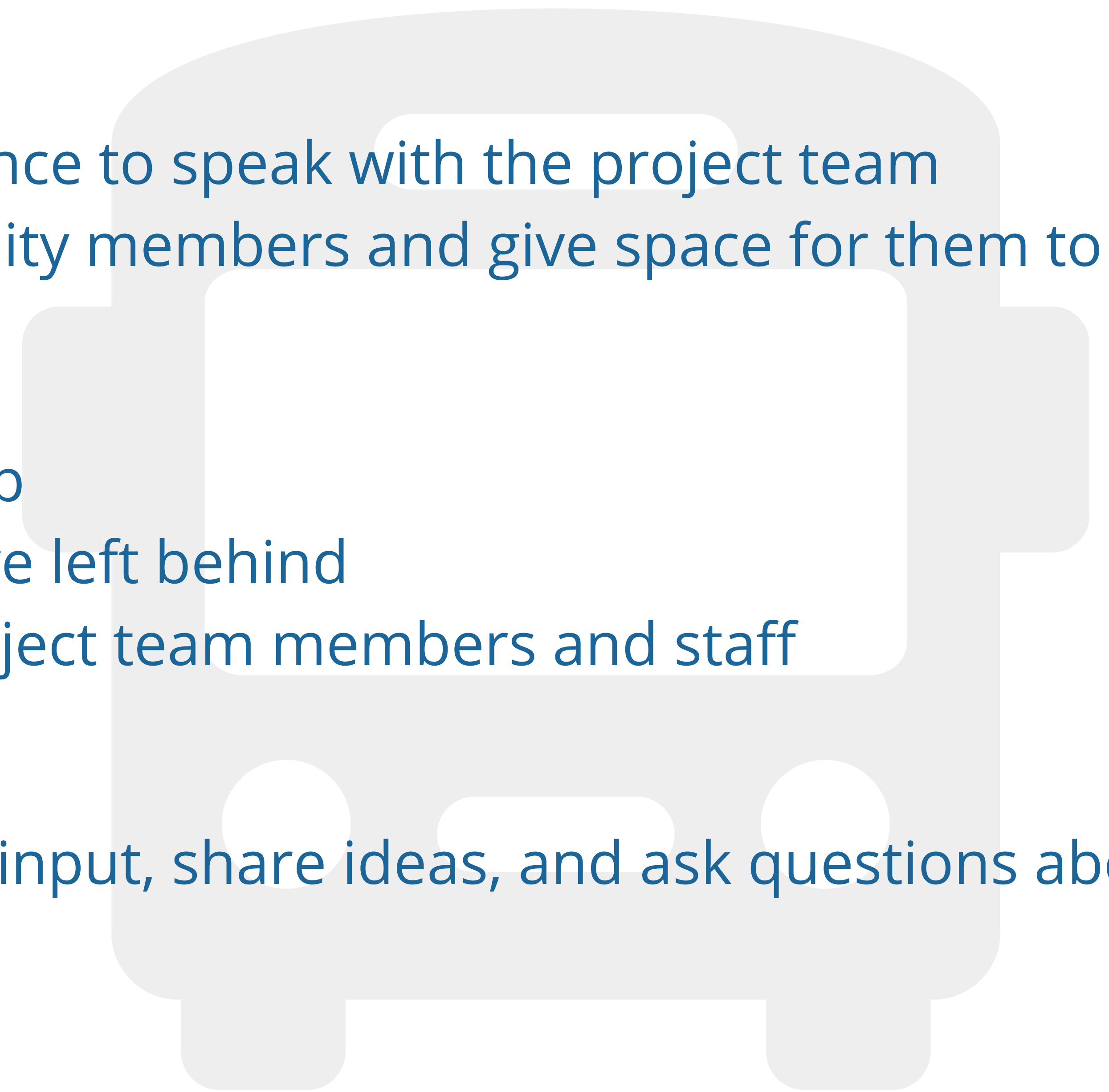


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Your input will help inform future bus improvements and ensure the project reflects the community's needs. In order to share your ideas effectively, we ask during this community meeting to please:

- Silence cell phones and mobile devices
- Respect the meeting format and allow everyone the chance to speak with the project team
- Listen respectfully, do not interrupt your fellow community members and give space for them to speak
- Practice patience
- Treat all with respect both during and after the workshop
- Be mindful of the space and clean anything you may have left behind
- Address all project-related concerns and question to project team members and staff
- Give everyone the space to view the materials

We are committed to ensuring all participants can provide input, share ideas, and ask questions about the Westside Bus Connection Program.



PROJECT OVERVIEW



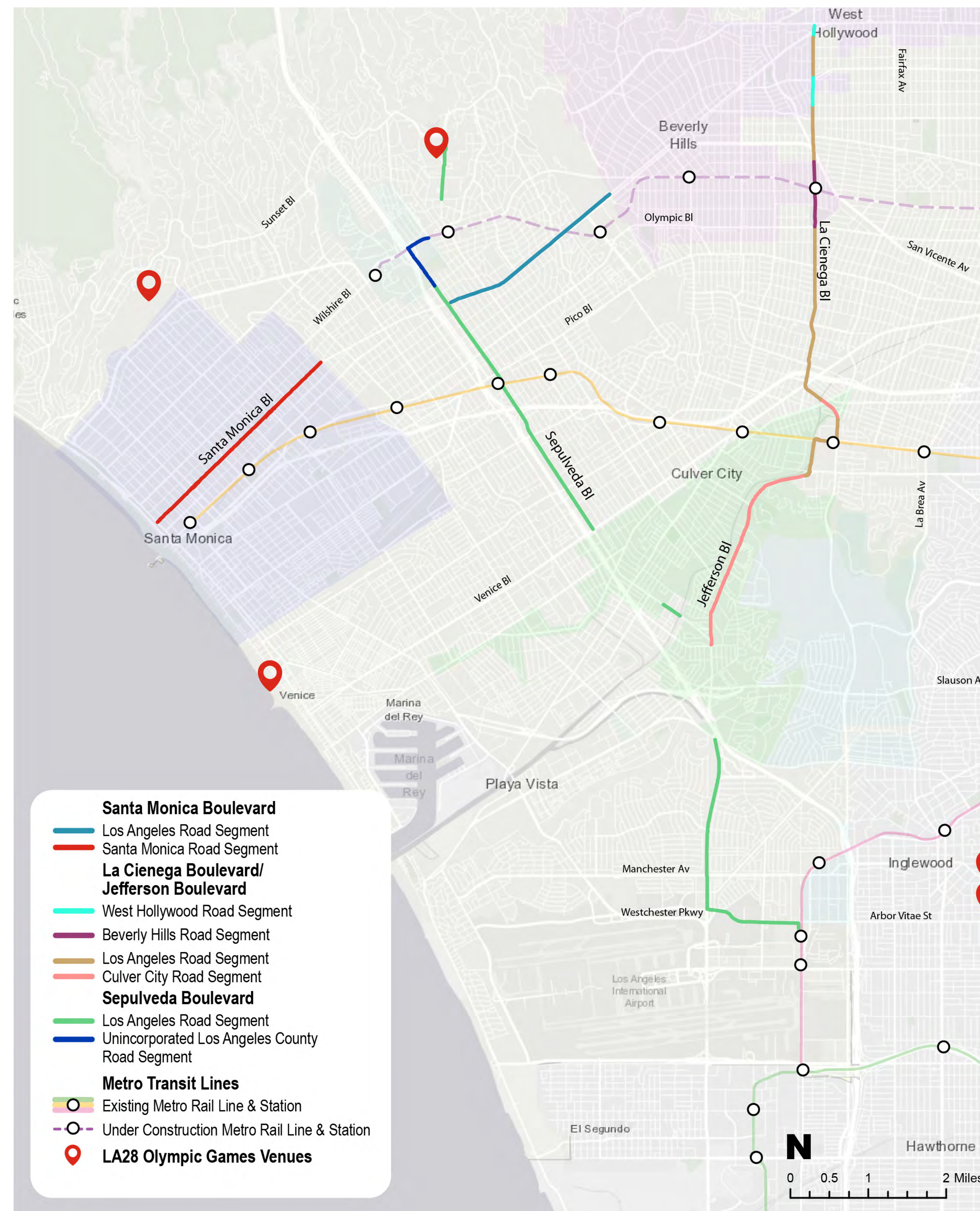
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What is the Westside Bus Connection Program?

The Westside Bus Connection Program is a regional effort to improve bus travel on three key Westside corridors:

- Santa Monica Boulevard, 6.9 miles
- Sepulveda Boulevard, 10.9 miles
- La Cienega & Jefferson Boulevards, 7.7 miles

These corridors could provide key transit connections ahead of the 2028 Olympics, and provide access to jobs, schools, hospitals and major destinations across the Westside. The project aims to make bus travel faster, safer, and more reliable through targeted improvements.



WHAT IS A “QUICK-BUILD”



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What is a Quick Build Design?

Quick-Build projects are short-term infrastructure projects. These projects require minor construction and use durable, low-cost materials that allow for design flexibility.

Examples include:



Flexible Posts or Bollards



Signage and Striping



Signal Timing Upgrades

The purpose of a quick-build project is to immediately implement safety needs and allow for future improvements to be made. Quick-build projects allow us to:



Deliver improvements sooner



Test what features work



Adjust designs based on community feedback

PROGRAM PURPOSE



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Why are Bus Improvements Needed?

Bus riders on the Westside often experience:



Slow travel times



**Delays due to
traffic congestion**



Unreliable arrival times

This program aims to:

- Improve bus speeds and reliability
- Improve bus efficiency for the 2028 Olympic and Paralympic Games and Beyond!
- Increase safety for transit riders, pedestrians and corridor communities
- Make bus travel a better option for more people
- Identify locations for future study and improvements

SEGMENTS ELIMINATED OR NOT NEEDED



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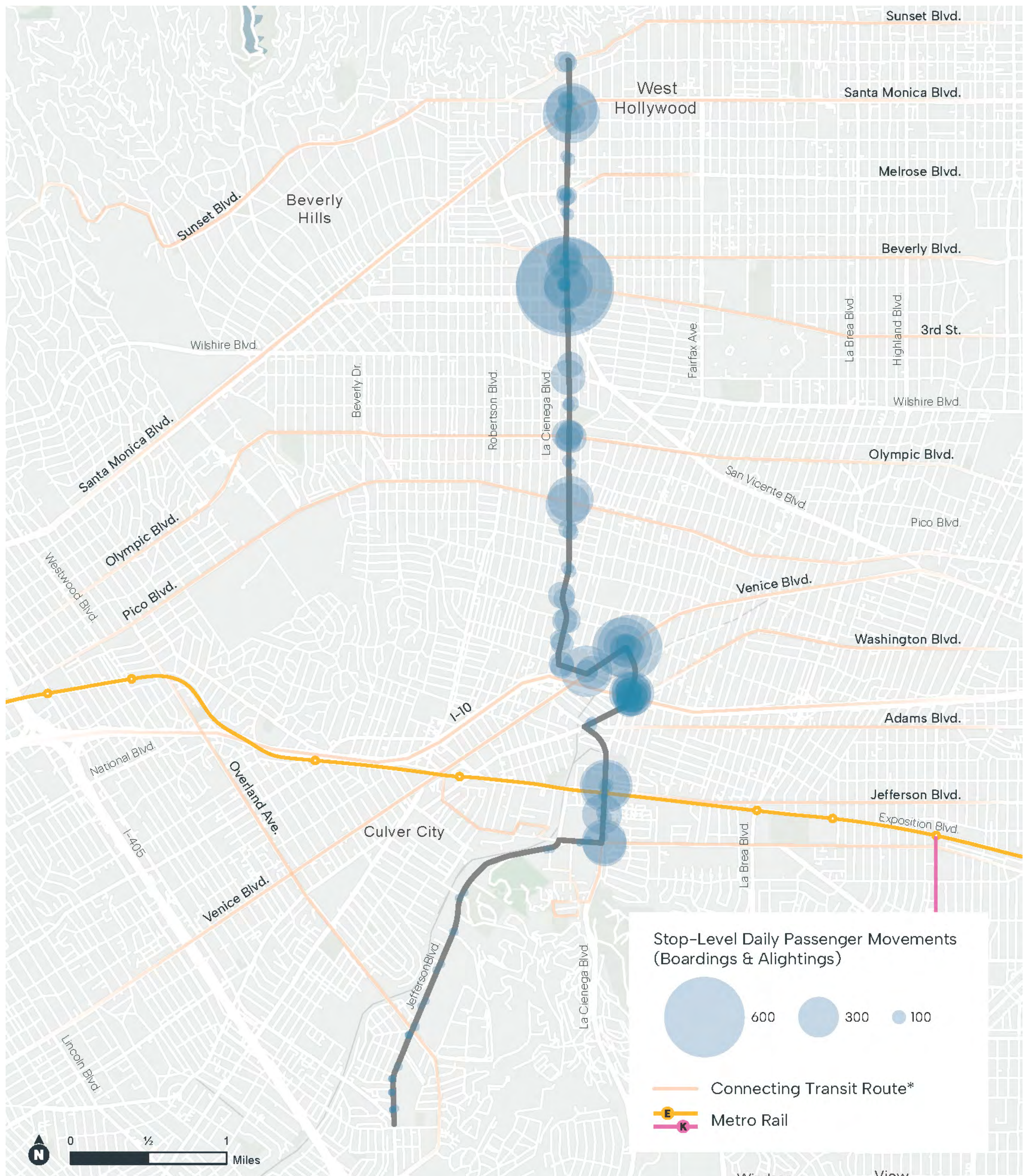


Segments Eliminated or Improved by Other Projects

This study will not evaluate certain locations because:

- Local jurisdictions are already working to improve segments of these corridors
- Bus speeds and reliable service is currently meeting expectations
- These segments will not be studied and designed as part of the WBC project
 - La Cienega Bl north of Holloway Dr does not have existing or planned bus service.
 - Caltrans is constructing safety and mobility improvements for Santa Monica Bl between Centinela Av and I-405
 - Culver City is planning transit priority and other mobility improvements on Sepulveda Bl between Venice Bl and Centinela Av

TRANSIT CONDITIONS: LA CIENEGA/JEFFERSON



Top Transit Lines:

- A high proportion of riders on the La Cienega corridor are also connecting to east-west routes like the Metro E Line and Metro Line 33 for part of their trip.
- Metro Local Line 105
- Metro Local Line 33

TRANSIT SPEED AND RELIABILITY: LA CIENEGA/JEFFERSON

Speed and Reliability: La Cienega/Jefferson Bl



TRANSIT CONDITIONS: SEPULVEDA BL



Top Transit Lines:

- Metro E Line – a high proportion of riders on the corridor are also connecting to this east-west route
- Metro Rapid Line 720 – a high proportion of riders on the corridor are also connecting to this east-west route
- Culver City Bus Line 6

TRANSIT SPEED AND RELIABILITY: SEPULVEDA BLVD

Speed and Reliability: Sepulveda Blvd



TRANSIT CONDITIONS: SANTA MONICA BLVD



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Top Transit Lines:

- Metro Local Line 4
- Big Blue Bus Line 1, 15, 16, 41, & 43

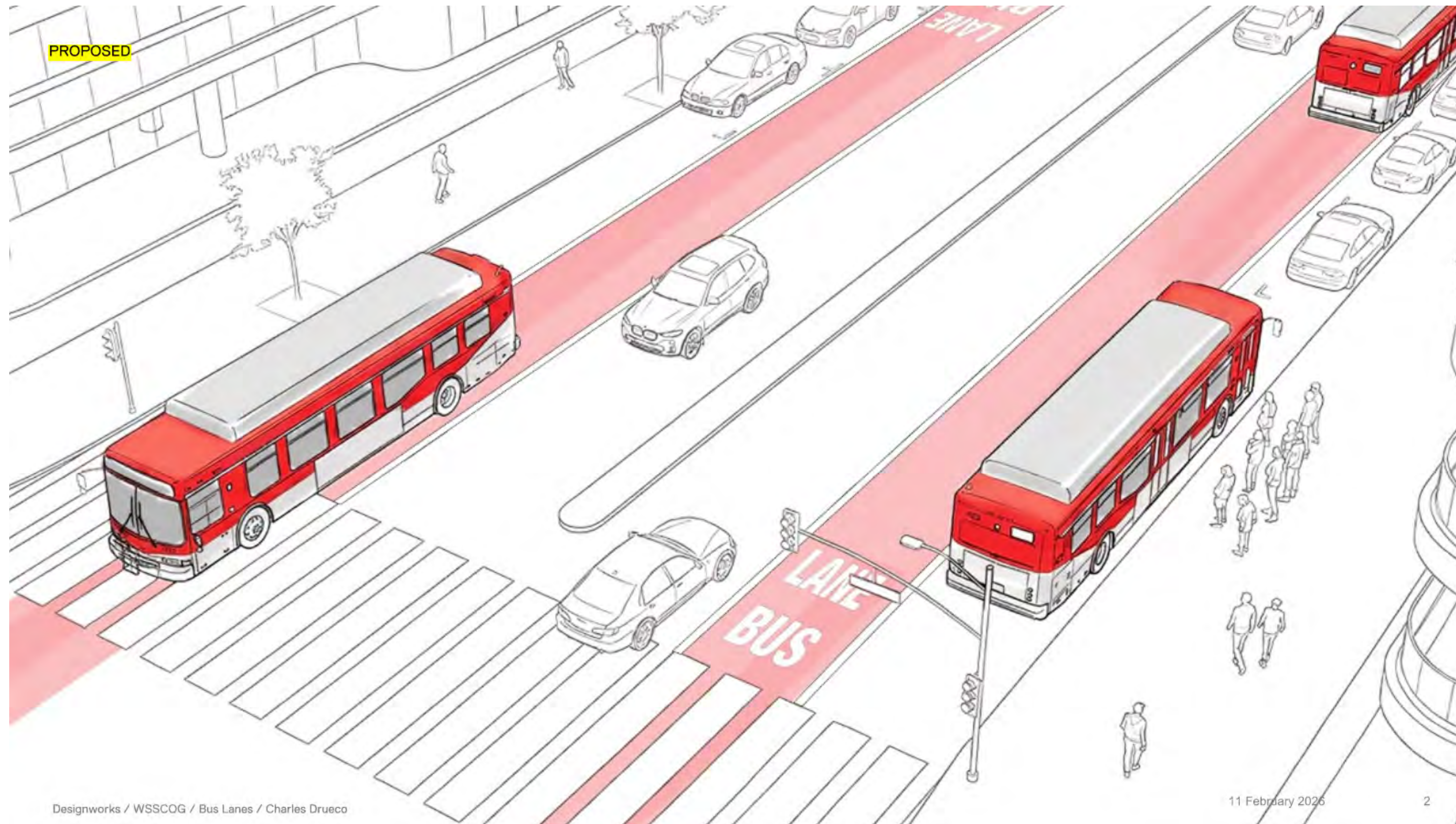
TRANSIT SPEED AND RELIABILITY: SANTA MONICA



DESIGN ALTERNATIVES: ALL-DAY BUS LANE



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Design Alternatives: Converts travel lanes for all-day bus lanes

What it is: A dedicated bus lane for buses at all times.

Benefits

- Provides dedicated transit lanes to reduce travel times and increase reliability
- Maintains parking
- Minimizes lane shifting

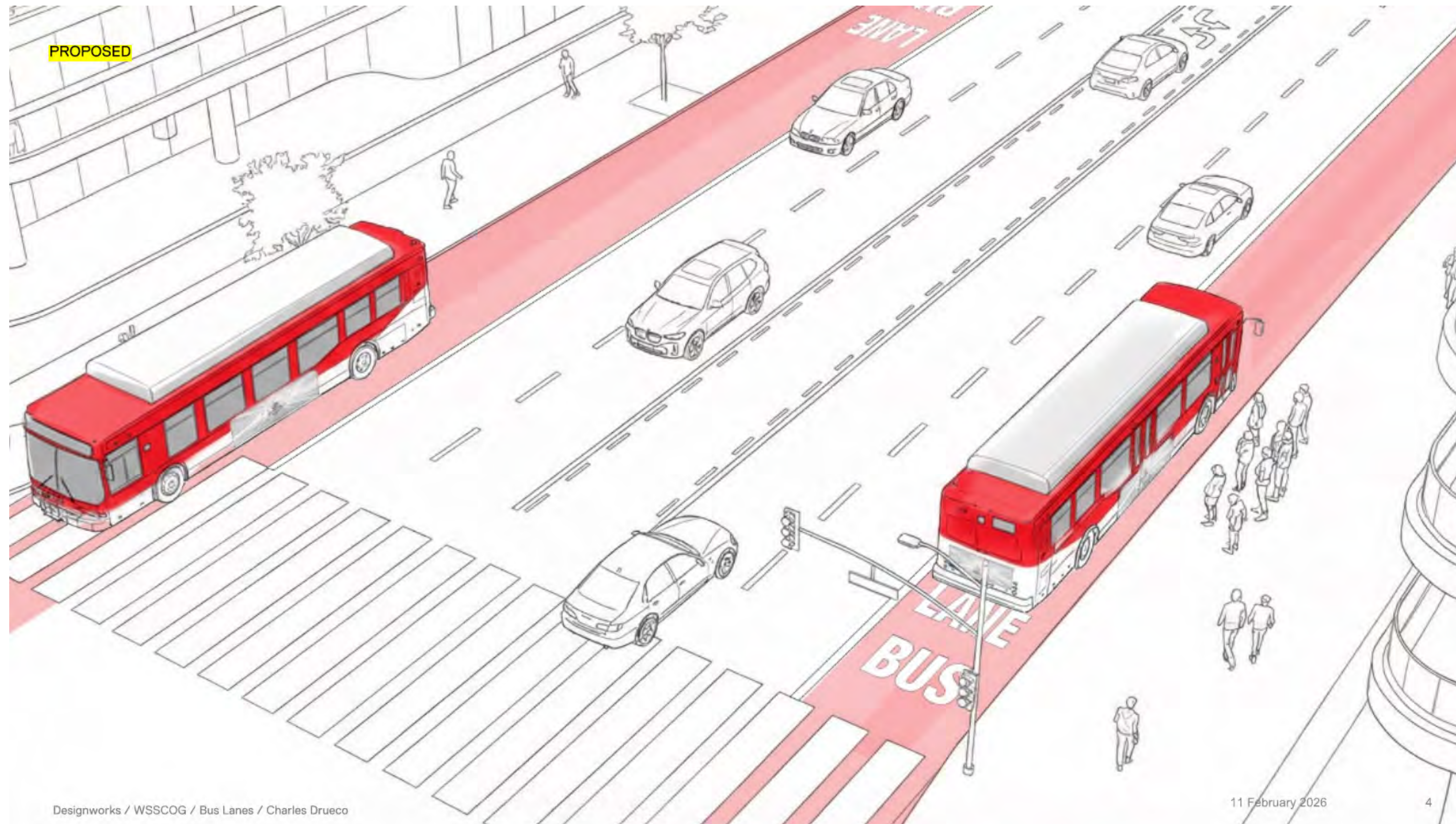
Challenges

- Weaving with right turning and parking

DESIGN ALTERNATIVES: PEAK HOUR



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Design Alternatives: Convert travel lane and/or parking lane for all day bus lane.

What it is: Converts peak-hour travel lanes and off-peak parking into dedicated bus lanes all day.

Benefits

- Provides dedicated transit lanes to reduce travel times and increase reliability

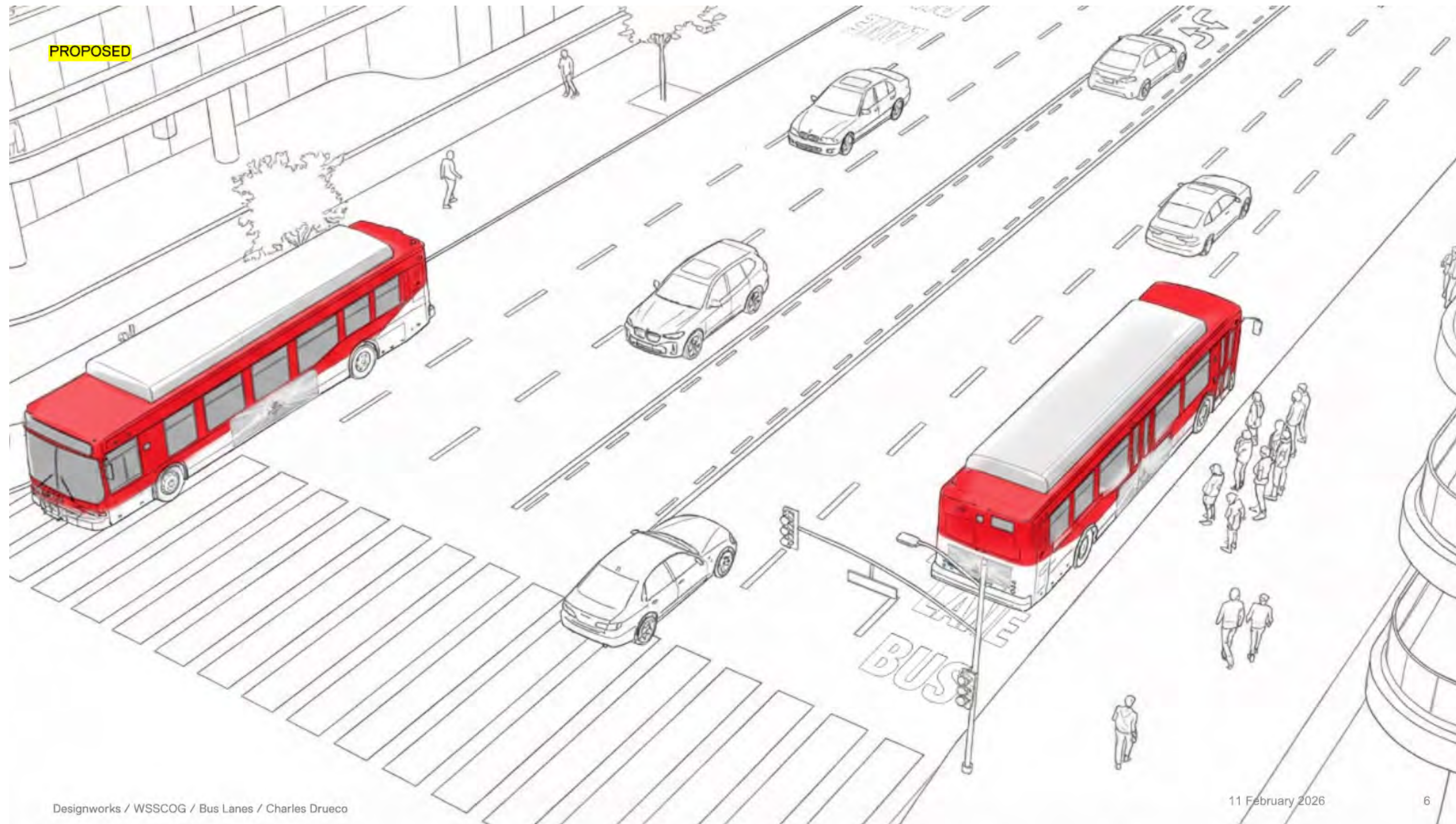
Challenges

- Eliminates off peak parking

DESIGN ALTERNATIVES: PEAK HOUR BUS LANES



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Design Alternatives: Convert travel lanes for peak hour bus lanes

What it is: Swaps peak hour travel lanes to bus lanes during peak travel times and maintains parking during off-peak travel times.

Benefits

- Maintains off-peak parking

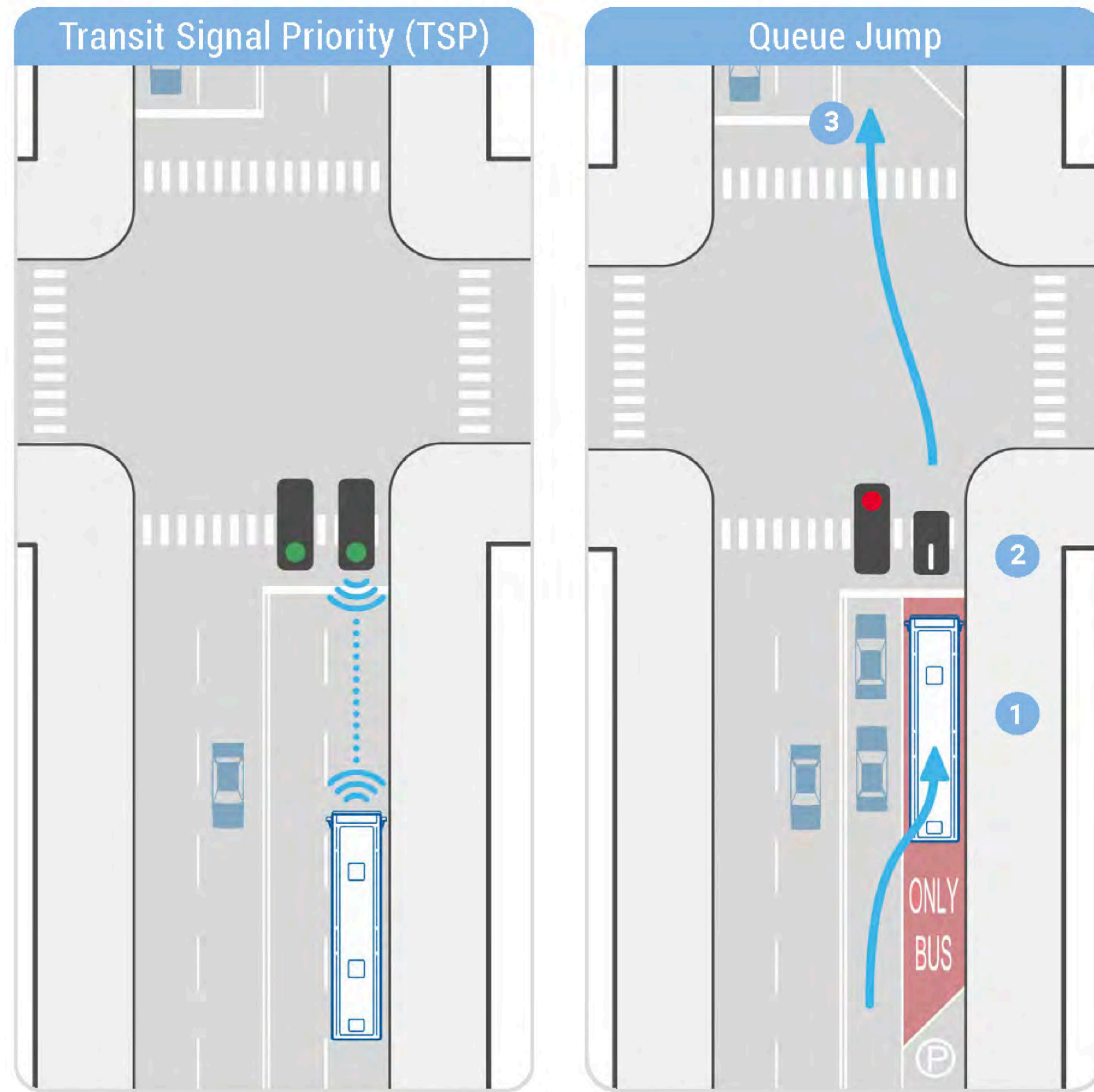
Challenges

- Requires additional parking enforcement
- Reduces vehicle travel lanes

OTHER SOLUTIONS



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Other Design Solutions

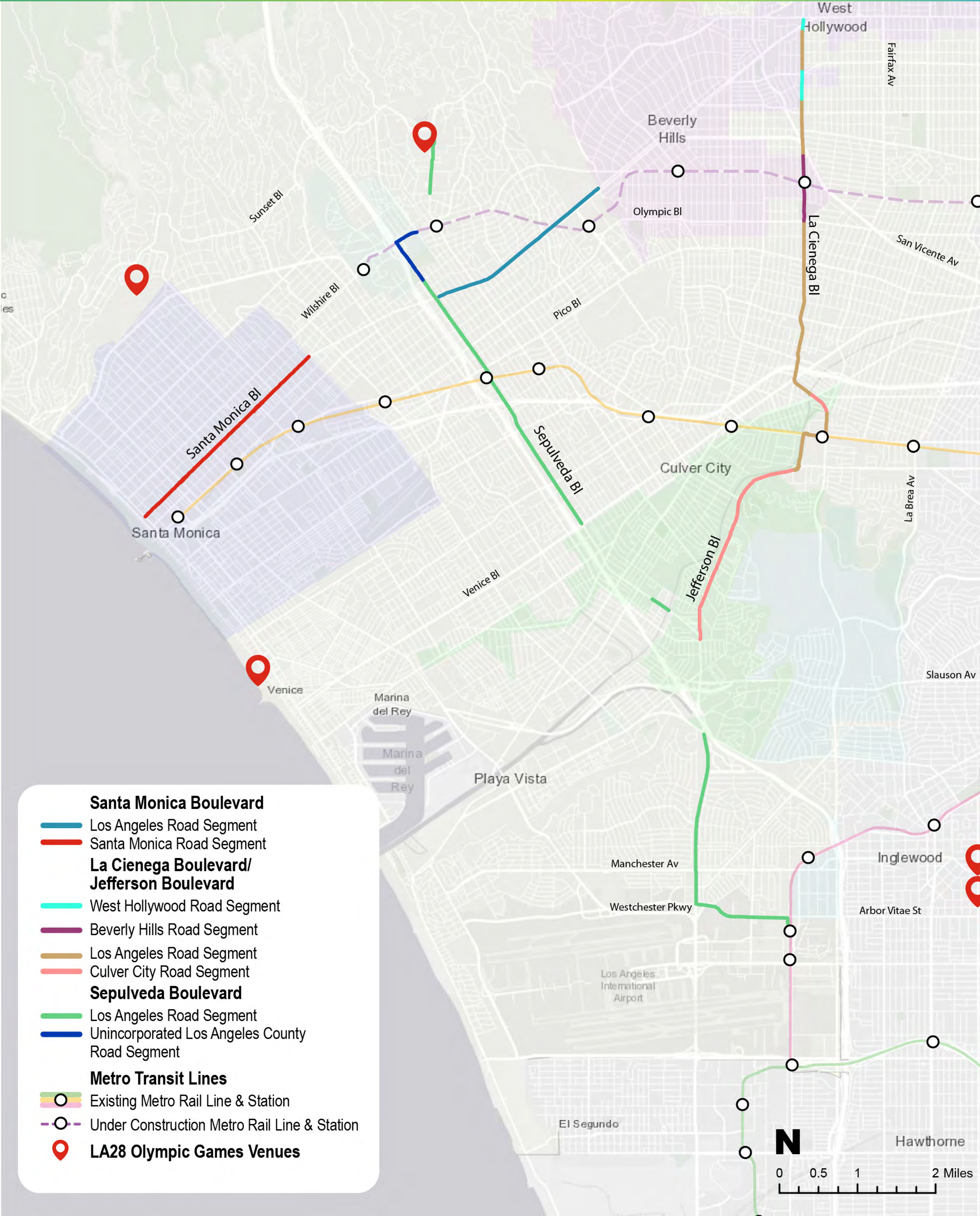
Transit Signal Priority

- Special signalization that holds a green light for longer or makes a red light shorter when a bus is detected
- Separate bus signal at queue jump lanes

Queue Jump

- Paired with transit signal priority, these are short, dedicated bus lanes at intersections to avoid signal queues

WHERE ARE BUS IMPROVEMENTS NEEDED MOST?



Where are bus improvements needed the most?
Which corridors need the most improvement?

Bus improvements can include improvements to bus stops, bus-only lanes, speed improvements, safer crossings or more pedestrian access, or clearer signage and wayfinding.

ENGAGEMENT TIMELINE



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**We Are
Here!**

**Existing Conditions Review
and 10% Design -
Fall 2025 to Winter 2026**

**Develop 30% Design -
Spring 2026**

**Develop Final Design -
Summer 2026 to Fall 2026**

Construction - 2027

- **Community Workshops**
- **Pop-Up Events**
- **Focused Group Meetings**
- **Survey**

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CONTACT US



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Stay Connected!

Have questions or want updates?

Email:

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Website:

bit.ly/WestsideBusConnection

Scan the QR Code to sign-up
for updates!

