

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 Bl
- Sepulveda Bl
- La Cienega Bl / Jefferson Bl

Some locations in the corridor are not currently being studied because:

- Local jurisdictions are already working to improve segments of these corridors
 - **Caltrans Safety and Mobility Improvements:** Santa Monica Bl between Centinela Av and I-405
 - **Culver City Sepulveda Connects:** Sepulveda Bl between Venice Bl and Centinela Av
 - **Santa Monica Bl Safety Study:** Santa Monica Bl between Ocean Av and Centinela Av
 - **Westwood Bl Safety and Mobility Project:** Westwood Bl between Le Conte Av and Exposition Bl
- Bus speeds and service meet expectations, or segments are not planned for study or design.
 - The WSCCOG will not study or design these segments as part of the WBC project within the next two years.

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 Efficiency for the 2028 Olympic and Paralympic Games and Beyond!
 - Quick-build design and implementation approach
 - Identify locations for future design
- Align with Regional and Local Goals & Adjacent projects
- Identify where Quick-build improvements will help the most
- Coordinate improvements and service across jurisdictions
- Determine final design at focused locations

WHAT WE HEARD



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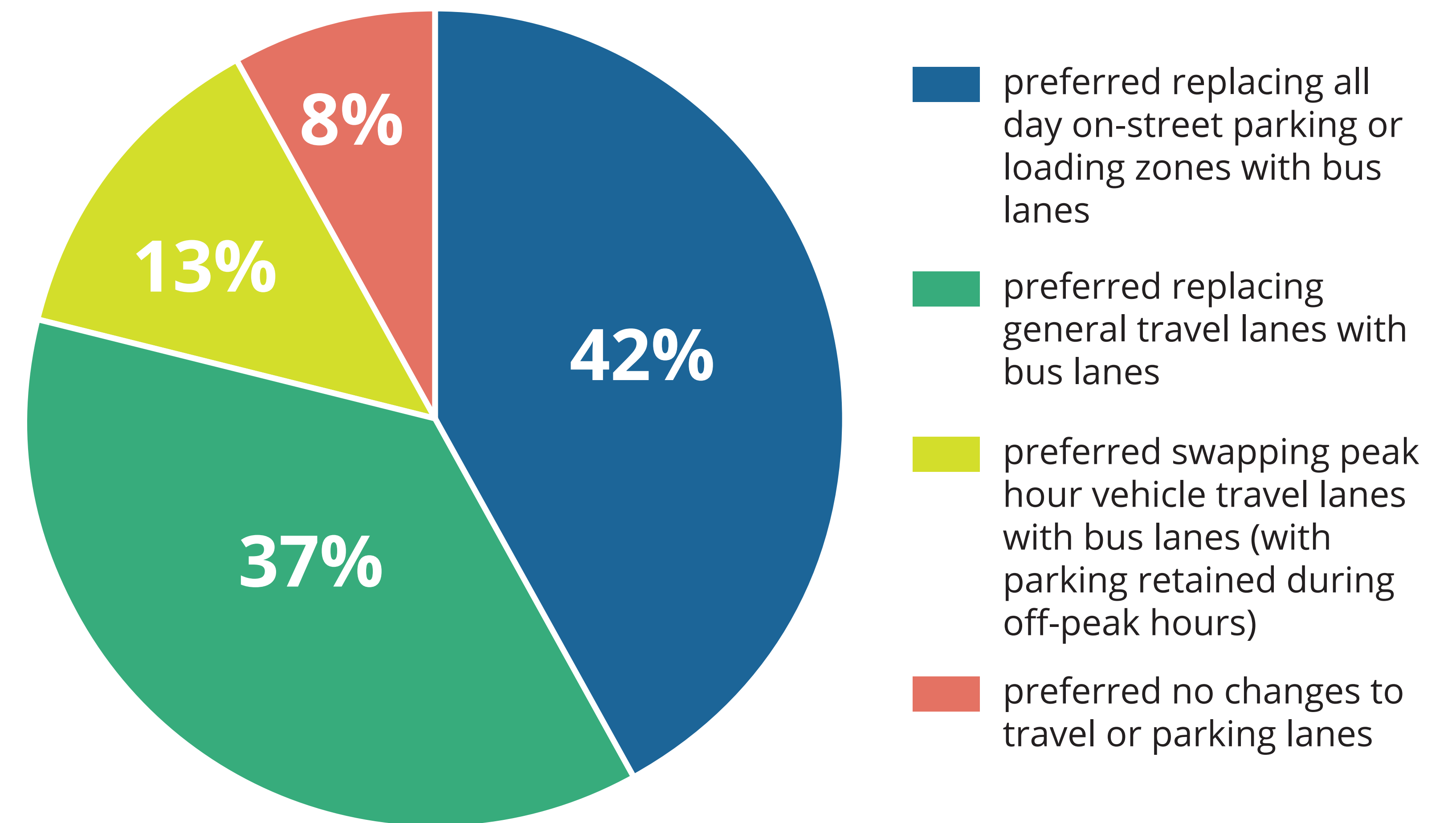
Community input collected through interactive boards, mapping activities, and conversations highlighted several priorities:

- **Faster, More Reliable Bus Service:** Dedicated bus lanes and improvements that reduce delays were consistently identified as top priorities.
- **Design Tradeoffs:** Preference to convert on-street parking into full-time bus lanes with consideration for local businesses and their parking needs.
- **Corridor-Specific Feedback:** Key areas needing improvement, including:
 - Congestion hotspots
 - Opportunities for peak-hour or all-day bus lanes

These conversations also highlighted several additional priorities outside of the scope for this project:

- **Pedestrian and Rider Safety:** Better lighting, safer crossings, and improved bus stop conditions.
- **Bike Infrastructure:** Strong interest in incorporating protected and dedicated bike lanes where feasible, particularly along La Cienega Bl.

Feedback collected through the Westside Bus Connection Survey helped identify community preferences for improvement.



WHAT WE HEARD: TOP PRIORITIES FOR COMMUNITY MEMBERS



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Comments collected through written survey responses, comment cards, interactive boards, and mapping activities showed several reoccurring concerns and desires for improvement, as highlighted by the word cloud.



RECOMMENDED IMPROVEMENTS: SEPULVEDA CORRIDOR

- Proposed all-day bus lanes from Wilshire Bl to Venice Bl
- Proposed queue jump/signal strategies
 - Wilshire Bl from Veteran Av to Sepulveda Bl
 - Sepulveda Bl from Sawtelle Bl to Westchester Pkwy
- Culver City Sepulveda Connects Project from Venice Bl to Sawtelle Bl
- Recommended removal from this phase of study
 - Westchester Pkwy from Sepulveda Bl to Arbor Vitae St



This map shows recommended corridor improvements based on community feedback, technical analysis, and corridor conditions. These early concepts will continue to be refined through public input.

BENEFITS AND TRADE-OFFS: SEPULVEDA CORRIDOR



Segment	Transit Travel Time (minutes)			Vehicle Travel Time (minutes)		
	Existing	With Project (Estimated)	Change	Existing AM / PM	With Project (Estimated) AM / PM	Change AM / PM
Wilshire to National						
NB	11	7	-4	11 / 9	16 / 14	+6 / +6
SB	11	7	-4	8 / 9	9 / 12	+1 / +4
National to Venice						
NB	4	3	-1	3 / 3	3 / 3	<1 / <1
SB	5	3	-2	3 / 4	3 / 4	<1 / <1

SEPULVEDA CORRIDOR – CROSS SECTIONS

Tier 1 – At least three jurisdictions benefit from implementation and no major design obstacle exists



Wilshire to National (A) Existing



Cross sections are locations typical for the segment. Exact cross section may vary at specific location.

Proposed – All Day Bus Lanes

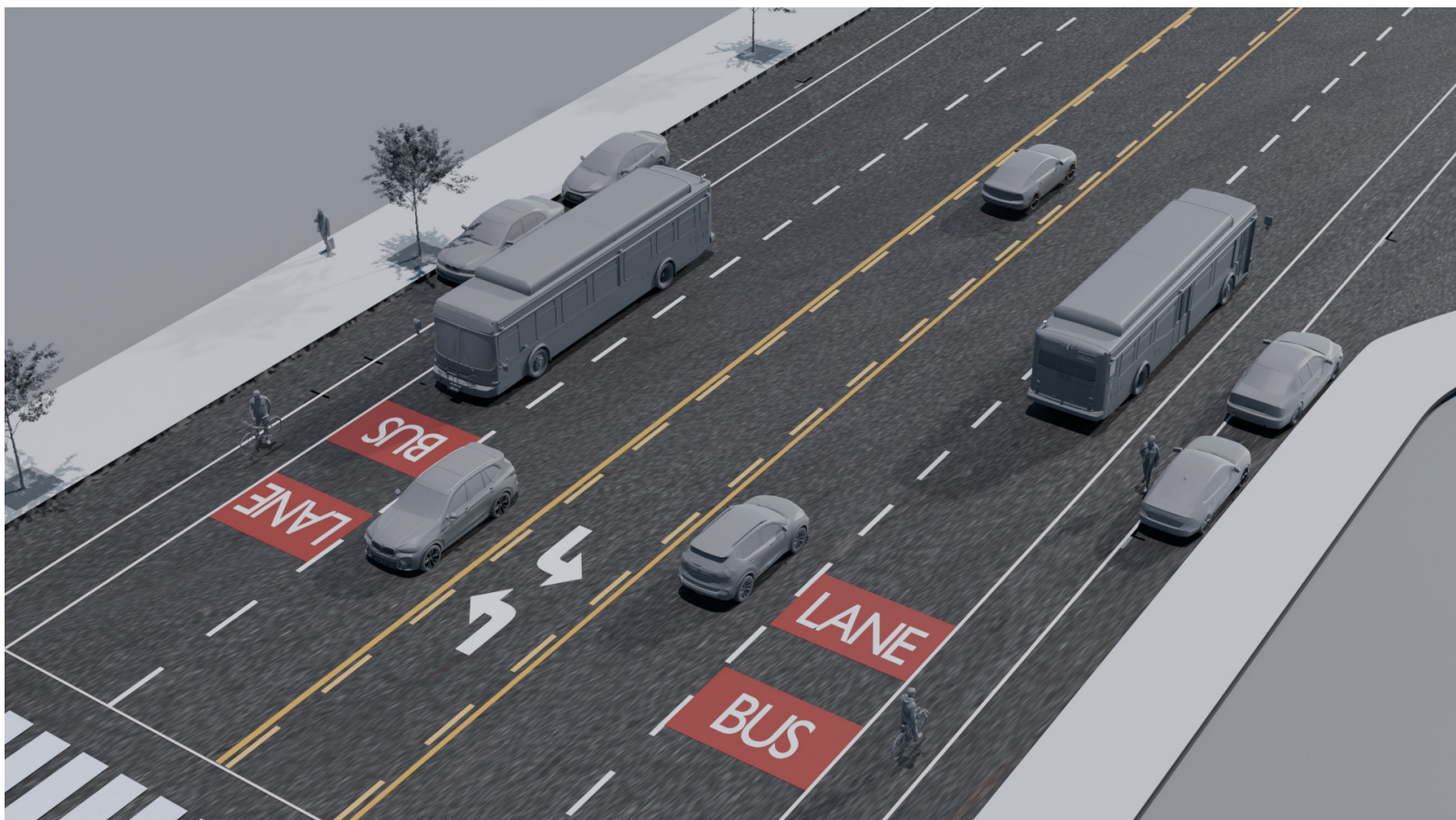


National to Venice (B) Existing



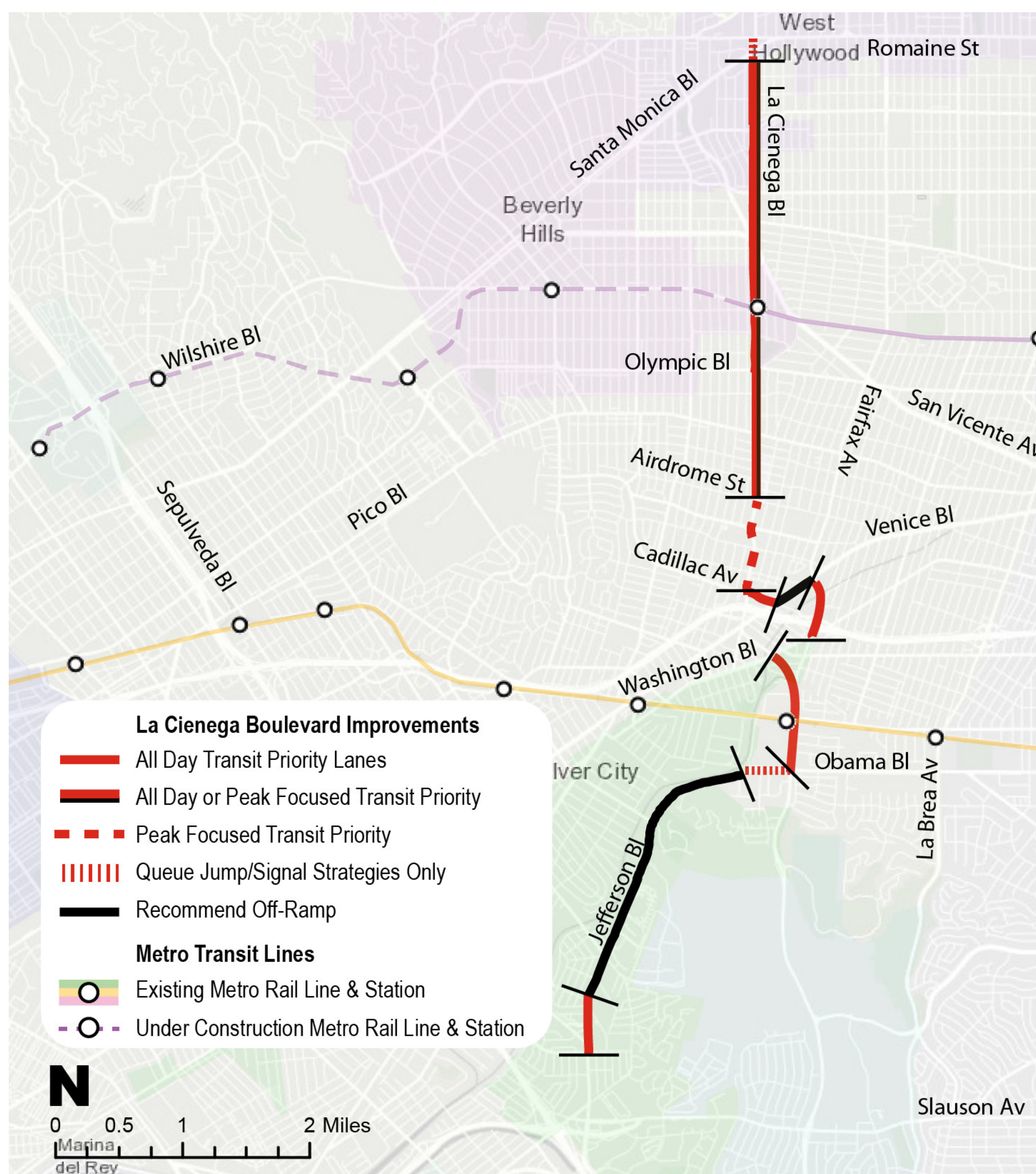
Cross sections are locations typical for the segment. Exact cross section may vary at specific location.

Proposed – All Day Bus Lanes



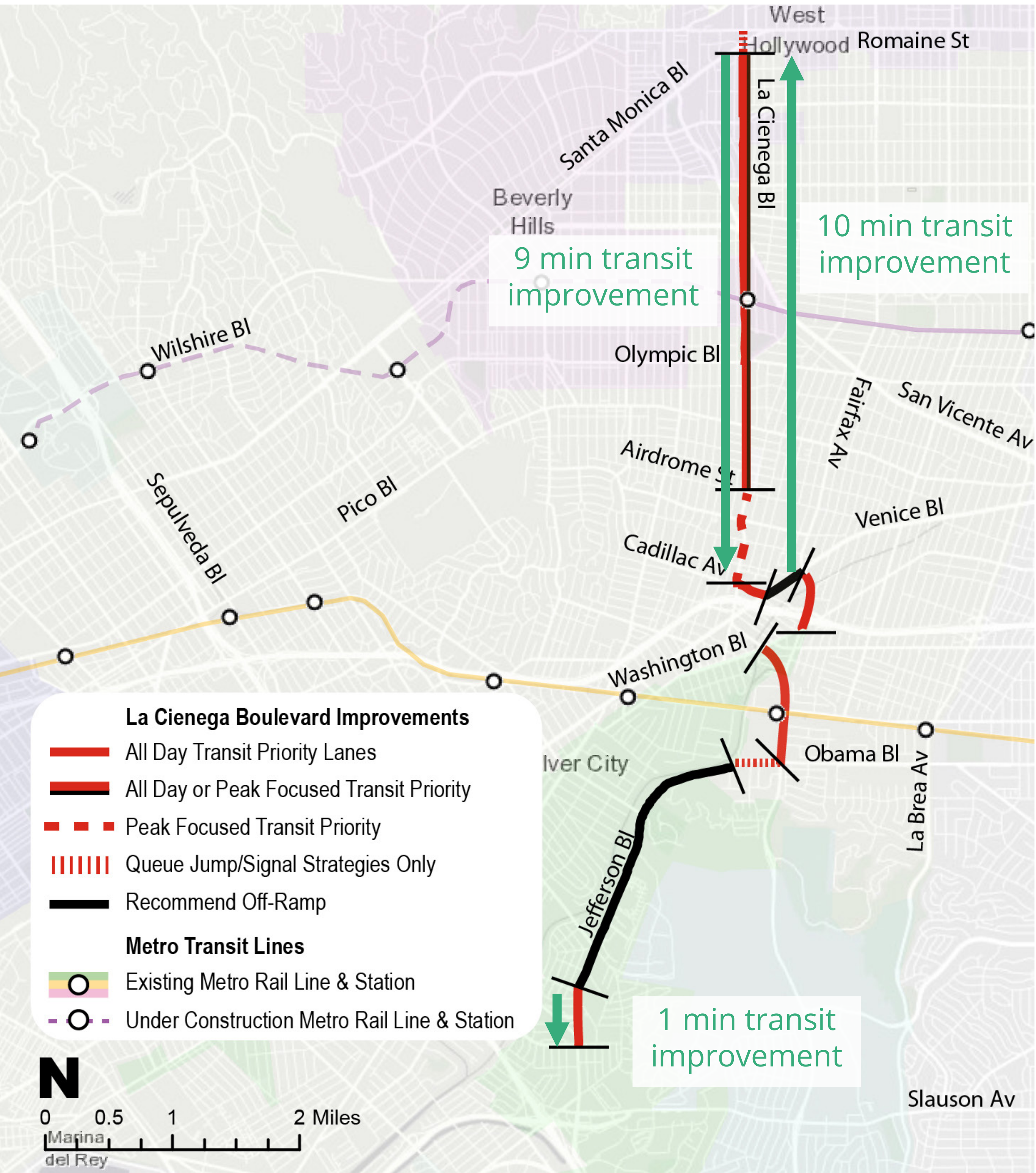
RECOMMENDED IMPROVEMENTS: LA CIENEGA CORRIDOR

- Proposed all-day or peak hour bus lanes:
 - La Cienega Bl from Romaine St to Airdrome St (peak bus lanes under consideration for select segments)
 - Cadillac Av from La Cienega Bl to Venice Bl
 - Fairfax Av from Venice Bl to Washington Bl
 - La Cienega Bl from Washington Bl to Obama Bl
 - Jefferson Bl from Cota Av to Sepulveda Bl
- Proposed queue jump/signal strategies on Obama Bl from La Cienega Bl to Jefferson Bl
- Recommended removal from this phase of study: Jefferson Bl from Obama Bl to Cota St



This map shows recommended improvements along this corridor based on previous feedback, technical analysis, and community context. These are early design concepts; your feedback helps us refine these recommendations before advancing to the next design phase.

BENEFITS AND TRADE-OFFS: LA CIENEGA CORRIDOR

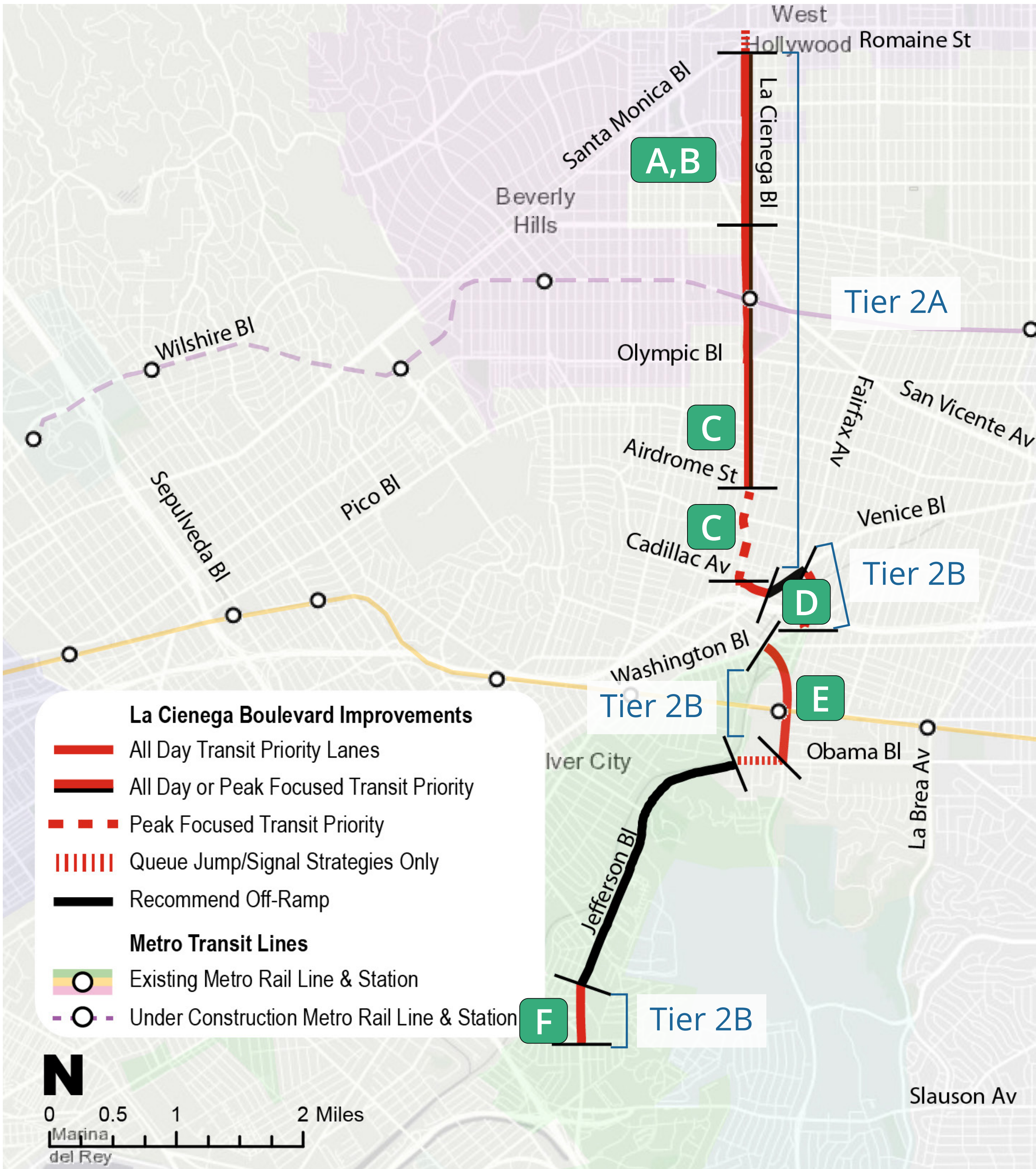


Segment	Transit Travel Time (minutes)			Vehicle Travel Time (minutes)		
	Existing	With Project (Estimated)	Change	Existing AM / PM	With Project (Estimated) AM / PM	Change AM / PM
Romaine to Cadillac						
NB	22	12	-10	15 / 14	18 / 19	+3 / +5
SB	24	15	-9	15 / 16	15 / 17	+0 / +1
Cota to Sawtelle						
NB	1	-	-	1 / 1	-	-
SB	2	1	-1	2 / 2	2 / 2	<1 / <1

LA CIENEGA CORRIDOR – CROSS SECTIONS

Tier 2A: Multiple jurisdictions benefit from implementation, but at least one major design obstacle exists and/or at least one jurisdictions has concerns about implementation

Tier 2B – At least one jurisdictions benefits from implementation and no major design obstacle exists



Romaine to San Vicente (A and B | Tier 2A)

Existing



Proposed – All Day OR Peak Bus Lanes (Option A)



Proposed – Southbound Only Bus Lanes (Option B)



San Vicente to Cadillac (Tier 2A | C)

Existing



Fairfax: Venice to Washington (Tier 2B | D)

Existing



Washington to Obama (Tier 2B | E)

Existing



Cota to Sawtelle (Tier 2B | F)

Existing



Proposed – All Day OR Peak Bus Lanes



Proposed – All Day Bus Lanes



Proposed – All Day Bus Lanes



Proposed – All Day Bus Lanes



Cross sections are locations typical for the segment. Exact cross section may vary at specific location.

RECOMMENDED IMPROVEMENTS: SANTA MONICA CORRIDOR

- Proposed all-day bus lanes from Moreno Dr to Cotner Av
 - Moreno Dr to Westwood Bl
 - Westwood Bl to Cotner St
- State Route 2 Multimodal project by Caltrans from Cotner Av to Centinela Bl
- Santa Monica Bl Safety Study by Santa Monica from Centinela Av to Ocean Av



This map shows recommended improvements along this corridor based on previous feedback, technical analysis, and community context. These are early design concepts; your feedback helps us refine these recommendations before advancing to the next design phase.

RECOMMENDED IMPROVEMENTS: SANTA MONICA CORRIDOR



Segment	Transit Travel Time (minutes)			Vehicle Travel Time (minutes)		
	Existing	With Project (Estimated)	Change	Existing AM / PM	With Project (Estimated) AM / PM	Change AM / PM
Santa Monica Corridor: Moreno to Cotner						
EB	15	8	-7	11 / 12	17 / 16	+6 / +4
WB	14	8	-5	10 / 13	11 / 16	+1 / +3

RECOMMENDED IMPROVEMENTS: SANTA MONICA CORRIDOR – CROSS SECTIONS

Tier 2B – At least one jurisdictions benefits from implementation and no major design obstacle exists



Cotner to Bentley (Tier 2B | A)

Existing

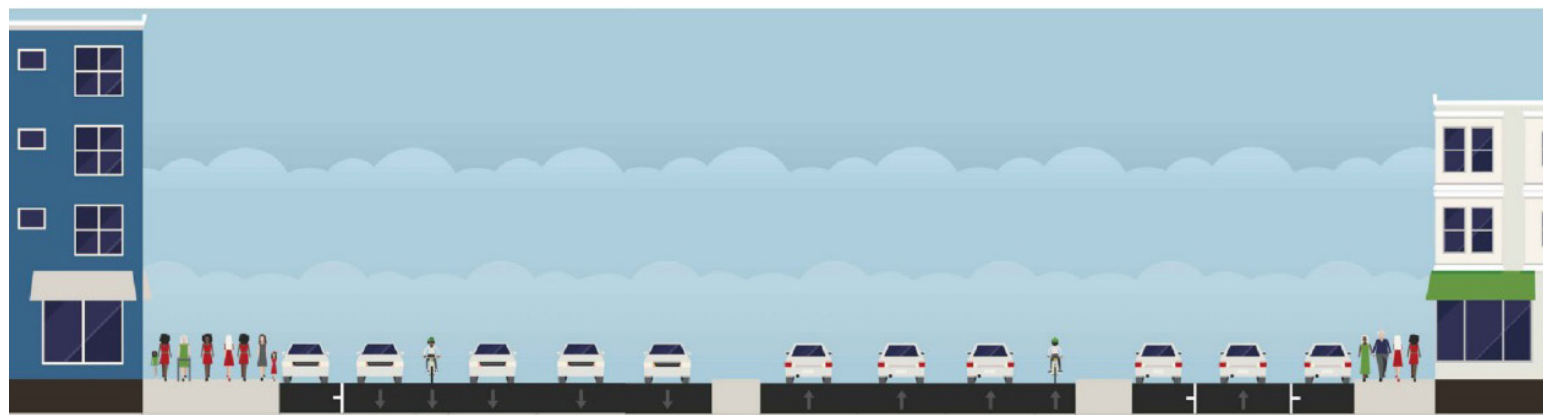


Proposed – All Day Bus Lanes

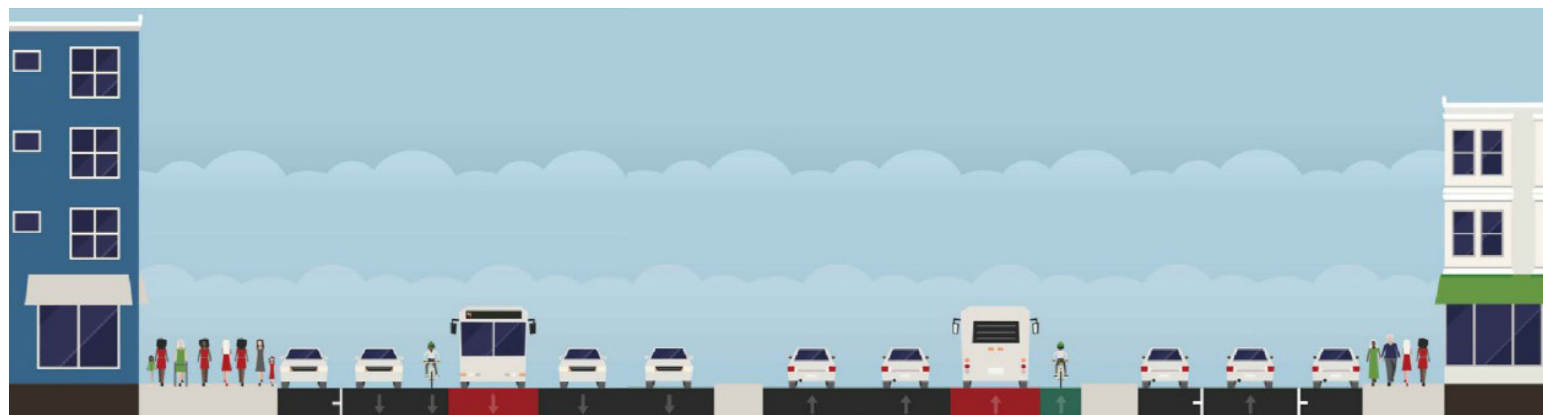


Bentley to Greenfield (Tier 2B | B)

Existing



Proposed – All Day Bus Lanes

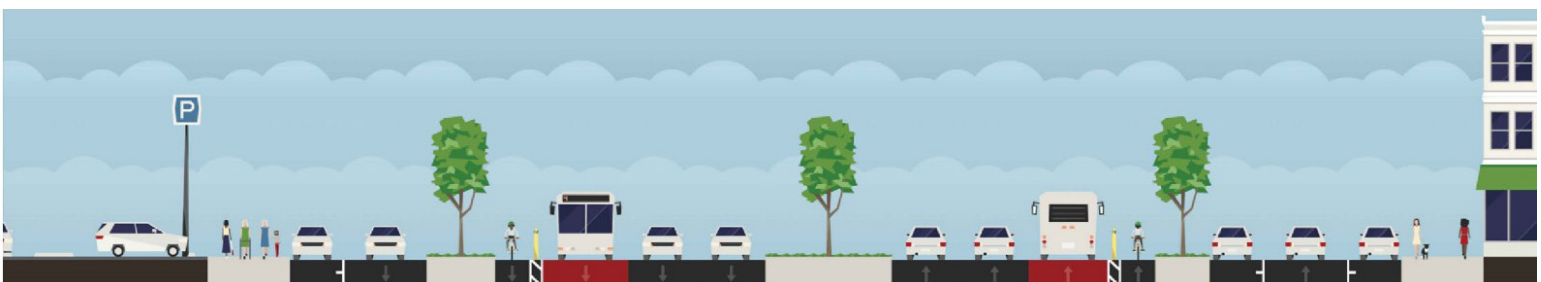


Greenfield to Westwood (Tier 2B | C)

Existing

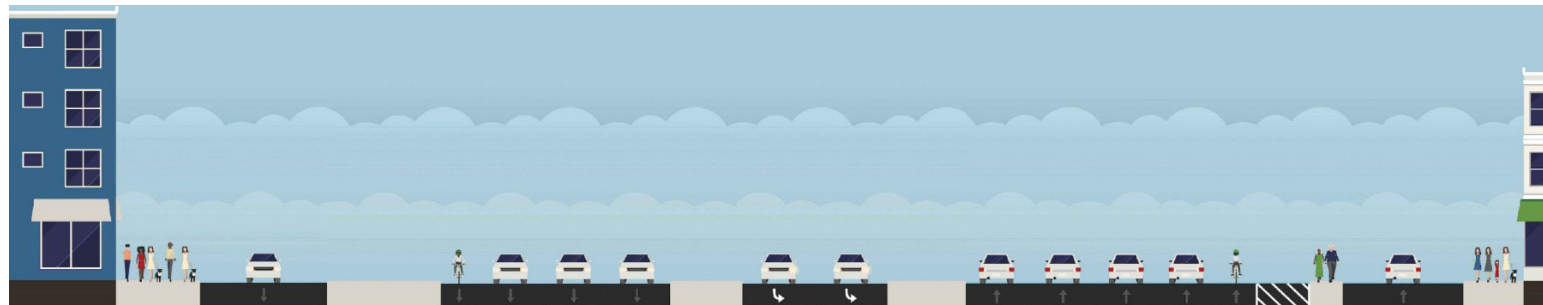


Proposed – All Day Bus Lanes



Westwood to Moreno (Tier 2B | D)

Existing



Proposed – All Day Bus Lanes



Cross sections are locations typical for the segment. Exact cross section may vary at specific location.

RECOMMENDED IMPROVEMENTS: QUEUE JUMP LANES & TRANSIT SIGNAL PRIORITY

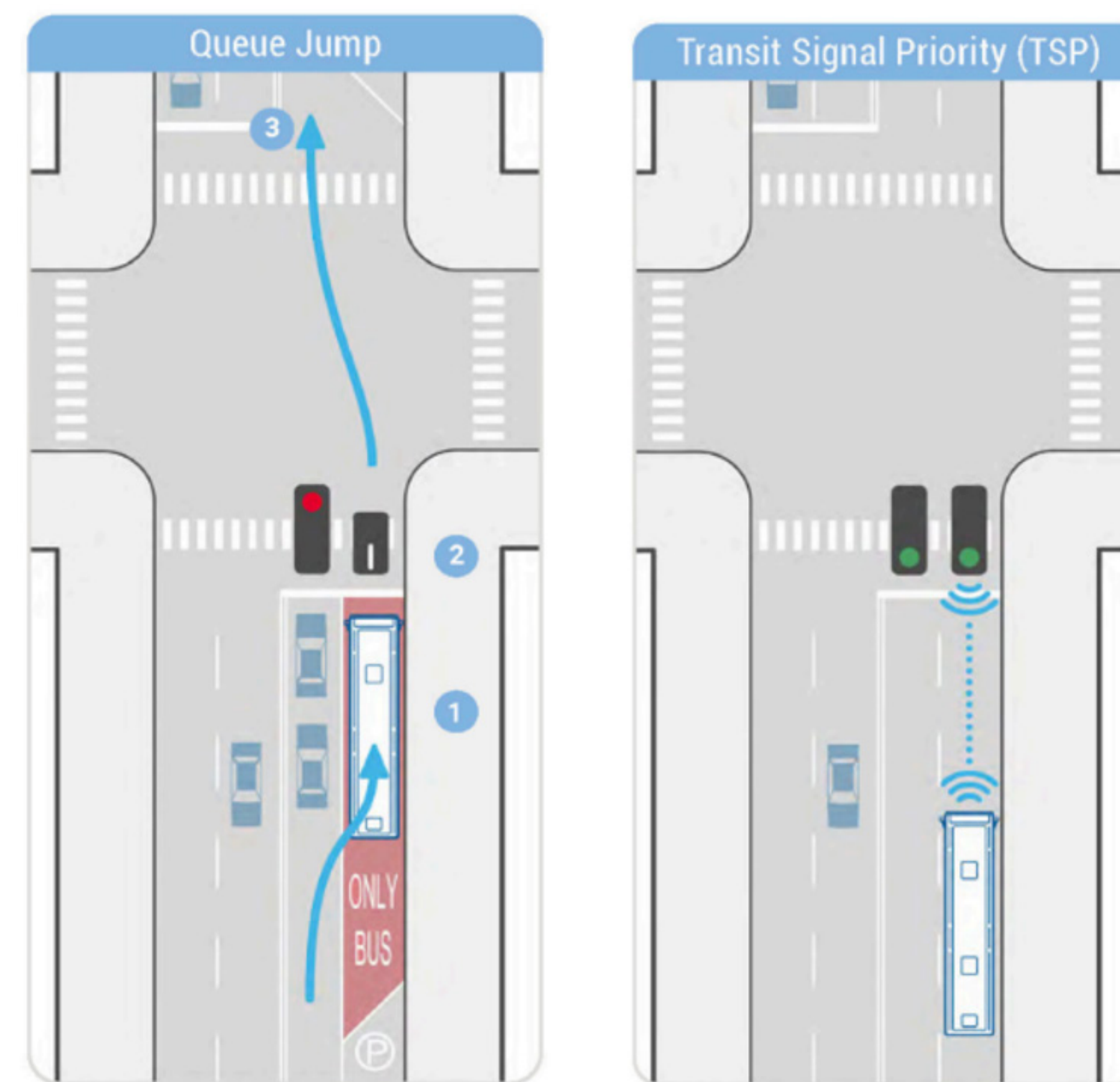


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Queue Jump Lanes and Transit Signal Priority (TSP) are tools that help buses move through intersections more efficiently and avoid delays caused by traffic congestion.

- **Queue Jump Lanes** allow buses to use a short, dedicated lane near an intersection and receive an early green light so they can move ahead of traffic.
- **Transit Signal Priority (TSP)** adjusts traffic signal timing when a bus is approaching, helping reduce the time buses spend waiting at red lights.



Benefits:

- Reduces delays at intersections
- Improves travel time and reliability
- Helps buses stay on schedule
- Can improve transit performance without major roadway changes
- Can be implemented across multiple corridors

Considerations:

- Requires space near intersections
- May change how lanes are used by other vehicles
- Requires coordination with traffic signals and jurisdictions
- Effectiveness may vary depending on traffic conditions and corridor design.

TELL US ABOUT YOU!



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What best describes you?

I ride the bus regularly

I ride occasionally

I walk or bike along these corridors

I drive along these corridors

I live near one of these corridors

I work near one of these corridors

PROPOSED IMPROVEMENT FEEDBACK



How well do the proposed improvements meet your needs along the project corridor?

Very Well

Somewhat Well

Not Very Well

Not at all

CHALLENGES OR CONCERNS OF DESIGNS



What challenges or concerns do you have about how these designs would impact day-to-day travel?

Difficulty accessing parking or loading
Traffic congestion
Bus lane enforcement/compliance

Bike and bus conflicts
Construction impacts
Something Else?

WHAT ELSE SHOULD THE PROJECT TEAM CONSIDER?



Is there anything else the project team should consider as they continue to refine design improvements?

More rider safety features

Bus stop amenities

More bike or pedestrian improvements

Something Else?

ENGAGEMENT TIMELINE



We Are Here!



1st Round Public Engagement

2nd Round Public Engagement

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!

