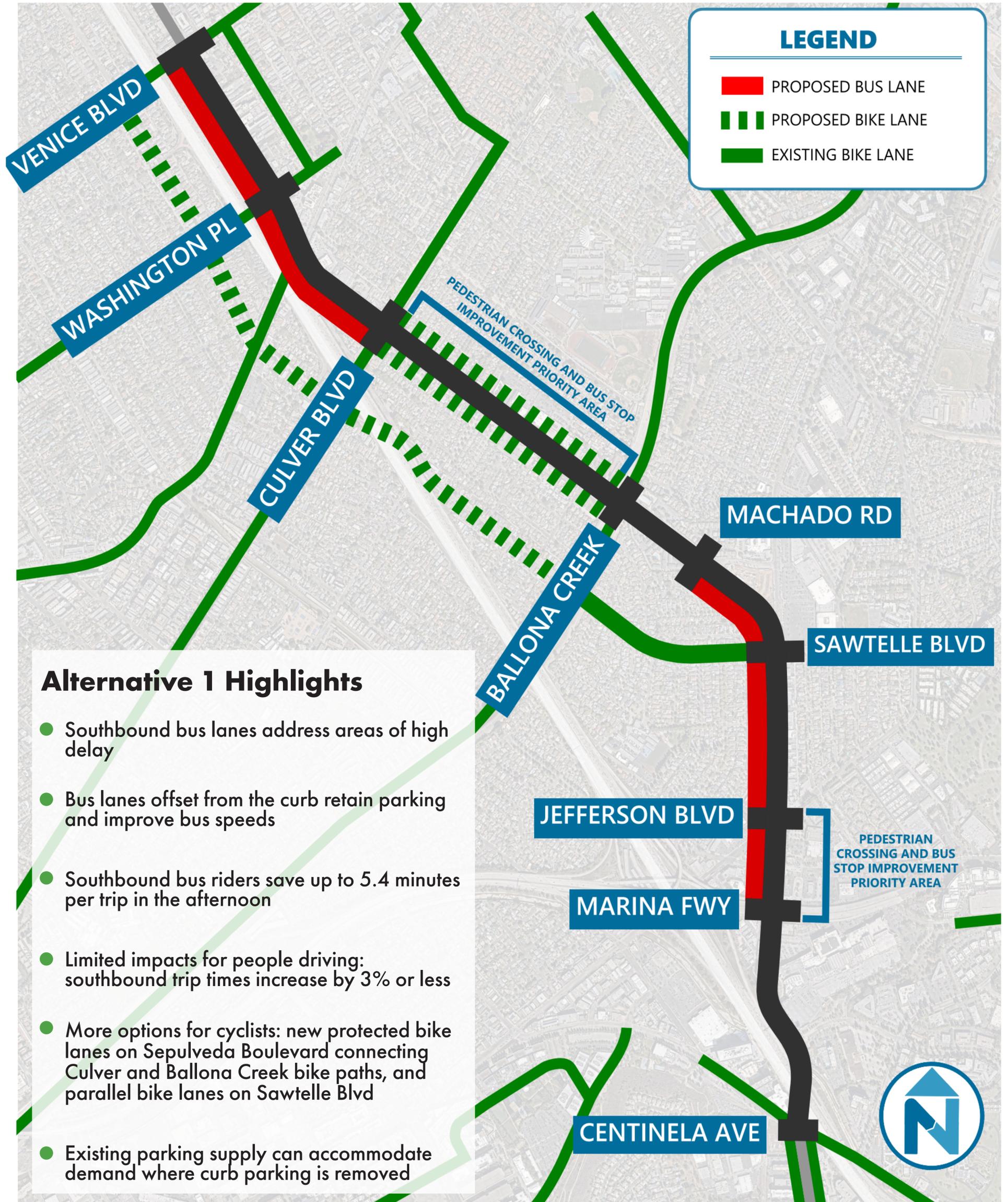




Alternative 1: Southbound Transit Priority



LEGEND

- █ PROPOSED BUS LANE
- - - PROPOSED BIKE LANE
- █ EXISTING BIKE LANE

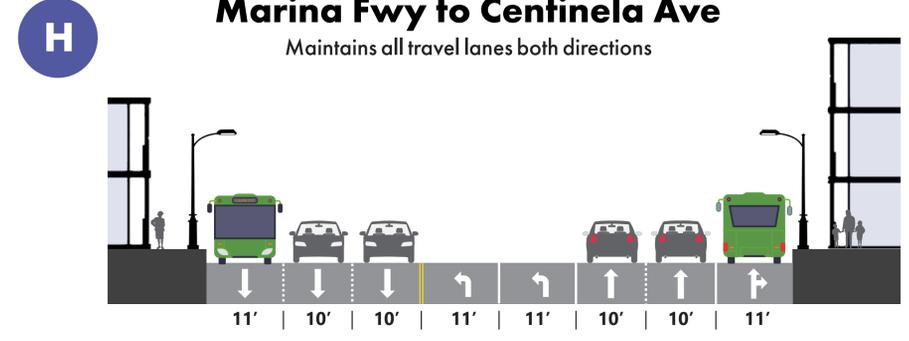
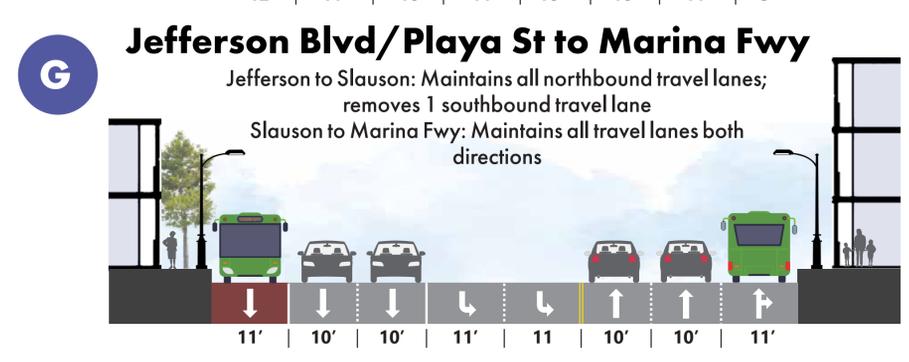
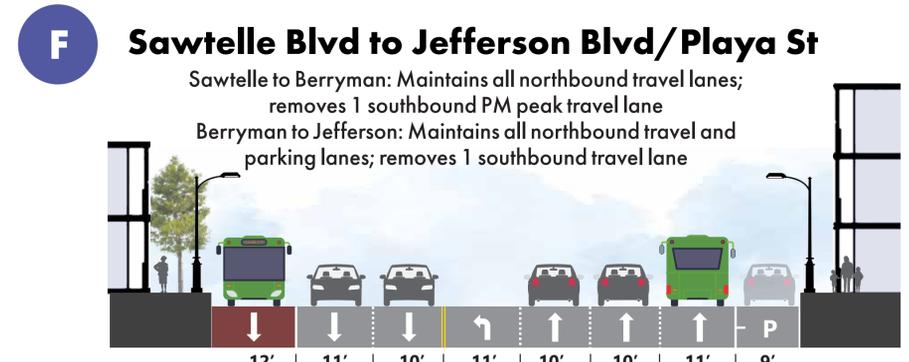
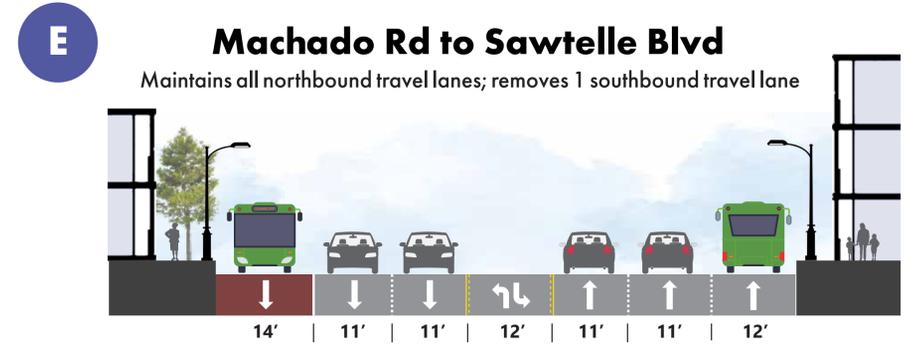
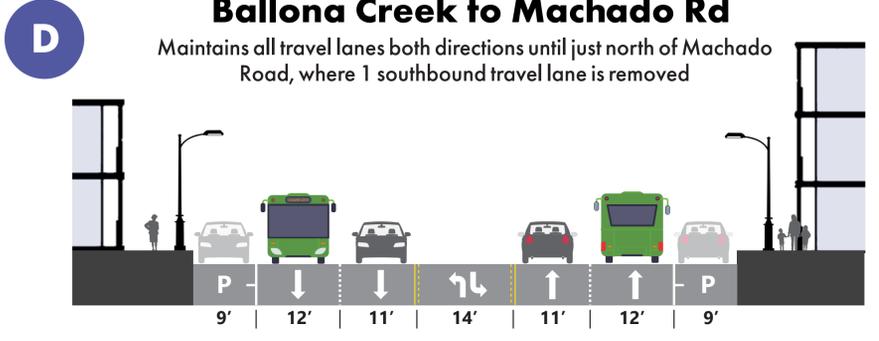
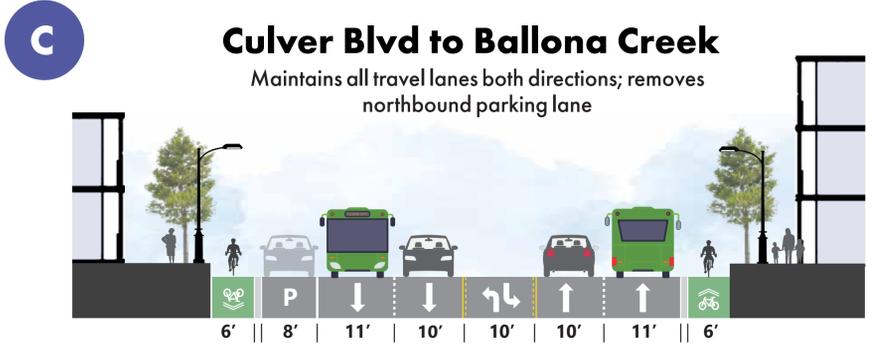
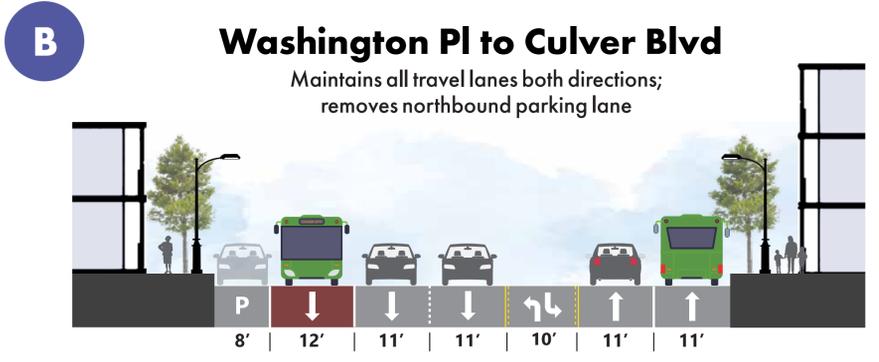
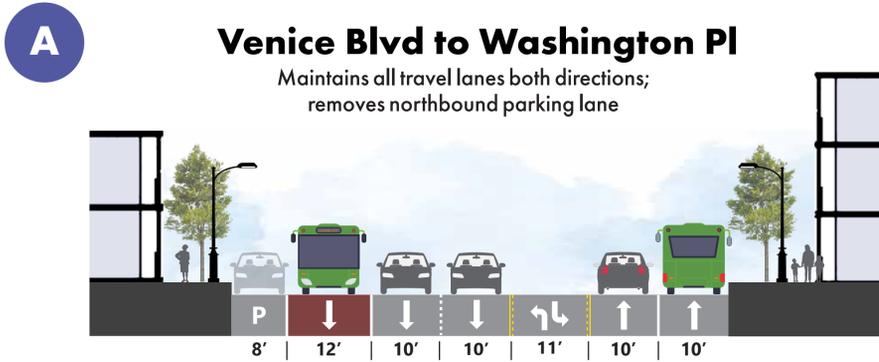
Alternative 1 Highlights

- Southbound bus lanes address areas of high delay
- Bus lanes offset from the curb retain parking and improve bus speeds
- Southbound bus riders save up to 5.4 minutes per trip in the afternoon
- Limited impacts for people driving: southbound trip times increase by 3% or less
- More options for cyclists: new protected bike lanes on Sepulveda Boulevard connecting Culver and Ballona Creek bike paths, and parallel bike lanes on Sawtelle Blvd
- Existing parking supply can accommodate demand where curb parking is removed



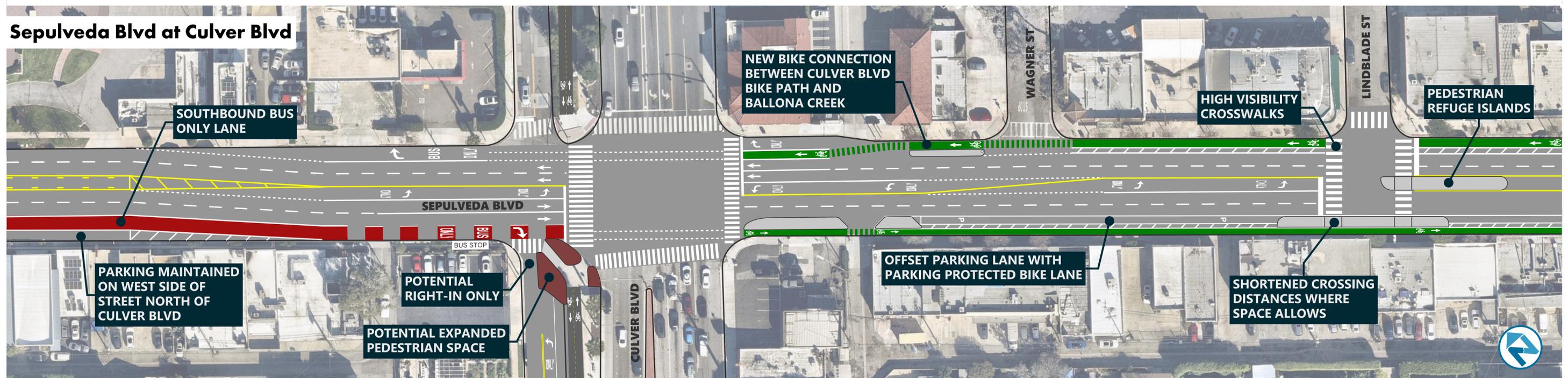
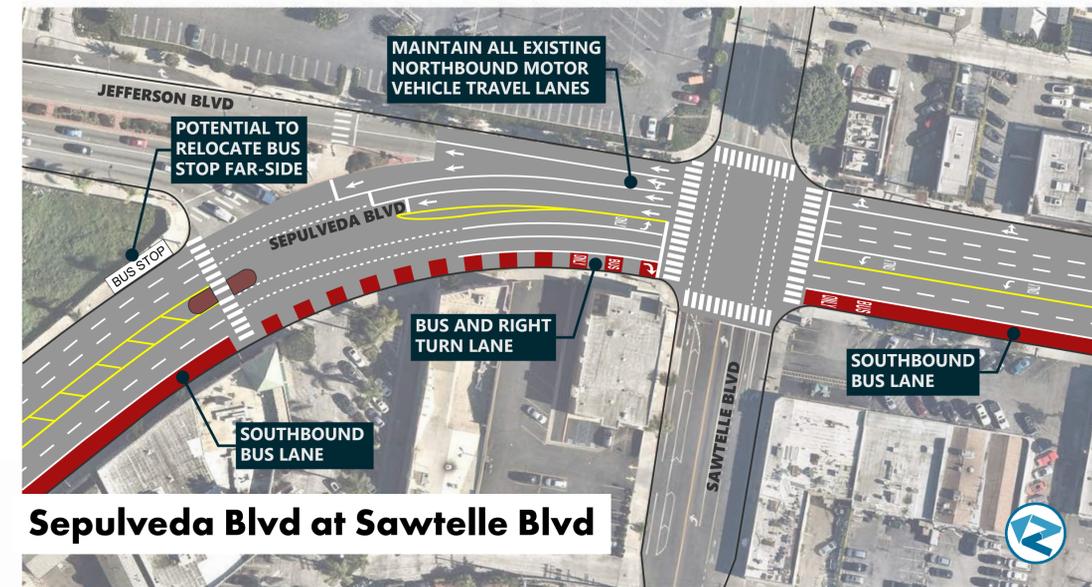
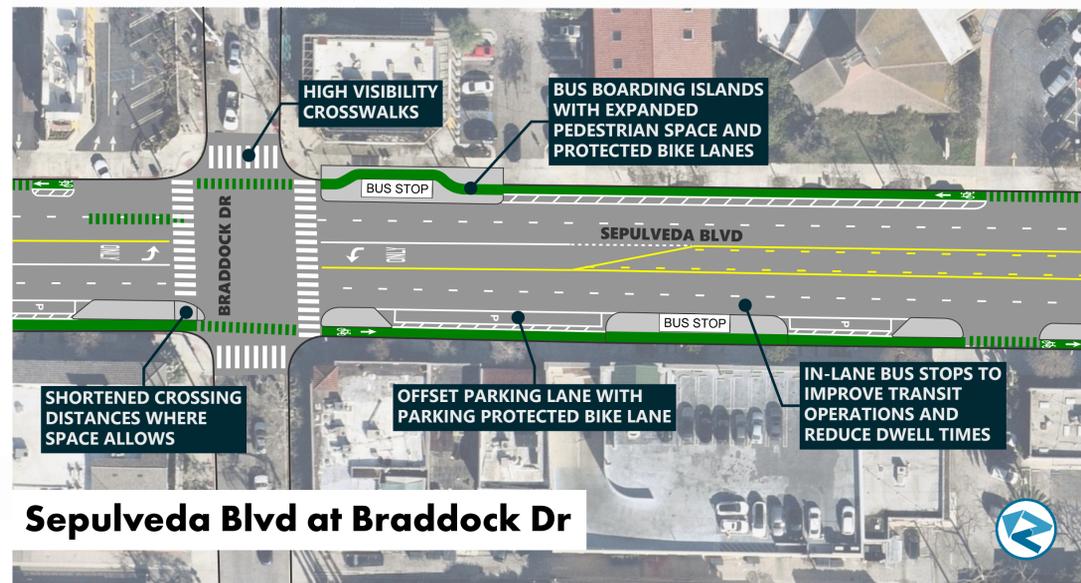


Alternative 1: Southbound Transit Priority



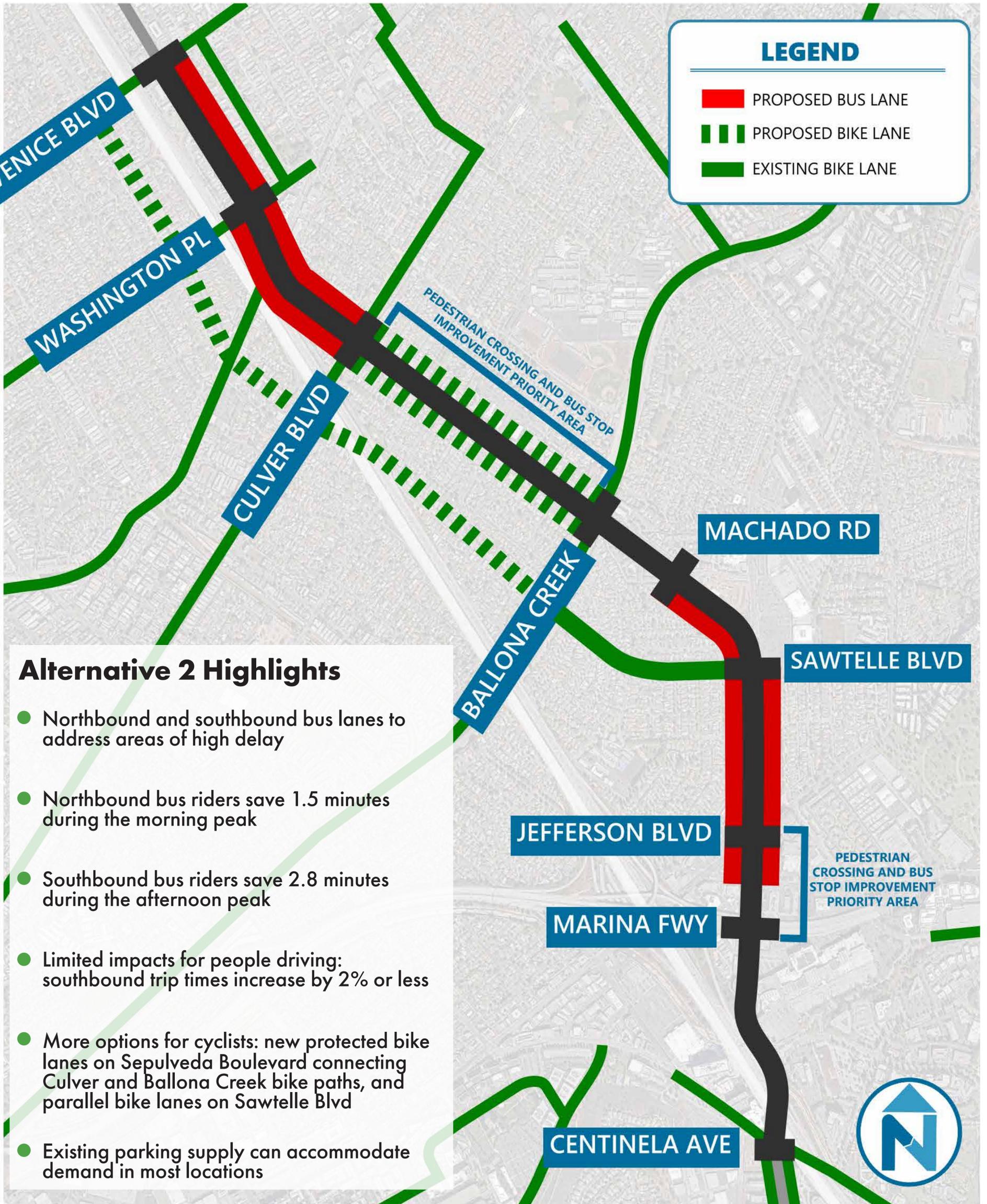


Alternative 1: Southbound Transit Priority





Alternative 2: Balanced Transit Priority

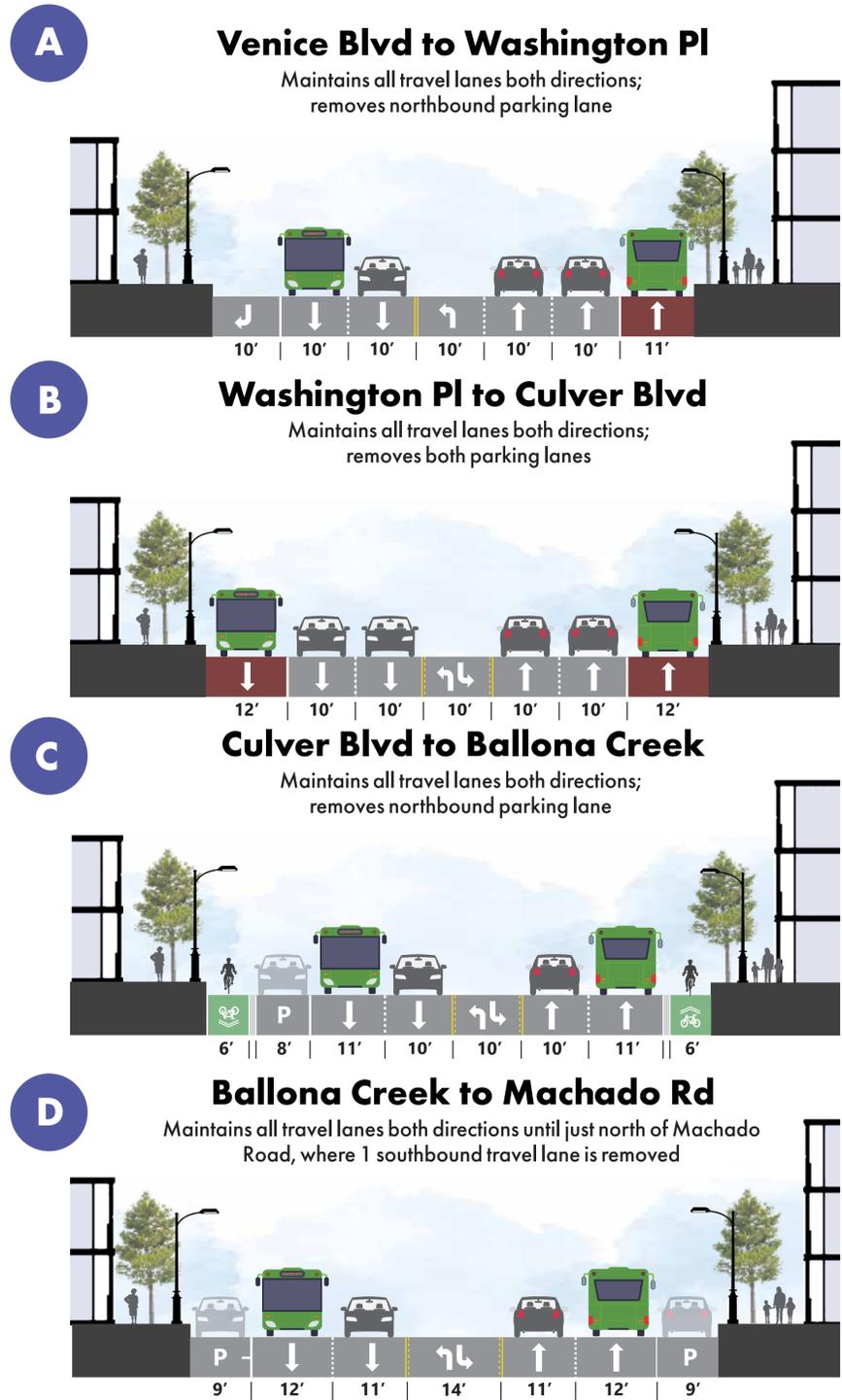


Alternative 2 Highlights

- Northbound and southbound bus lanes to address areas of high delay
- Northbound bus riders save 1.5 minutes during the morning peak
- Southbound bus riders save 2.8 minutes during the afternoon peak
- Limited impacts for people driving: southbound trip times increase by 2% or less
- More options for cyclists: new protected bike lanes on Sepulveda Boulevard connecting Culver and Ballona Creek bike paths, and parallel bike lanes on Sawtelle Blvd
- Existing parking supply can accommodate demand in most locations

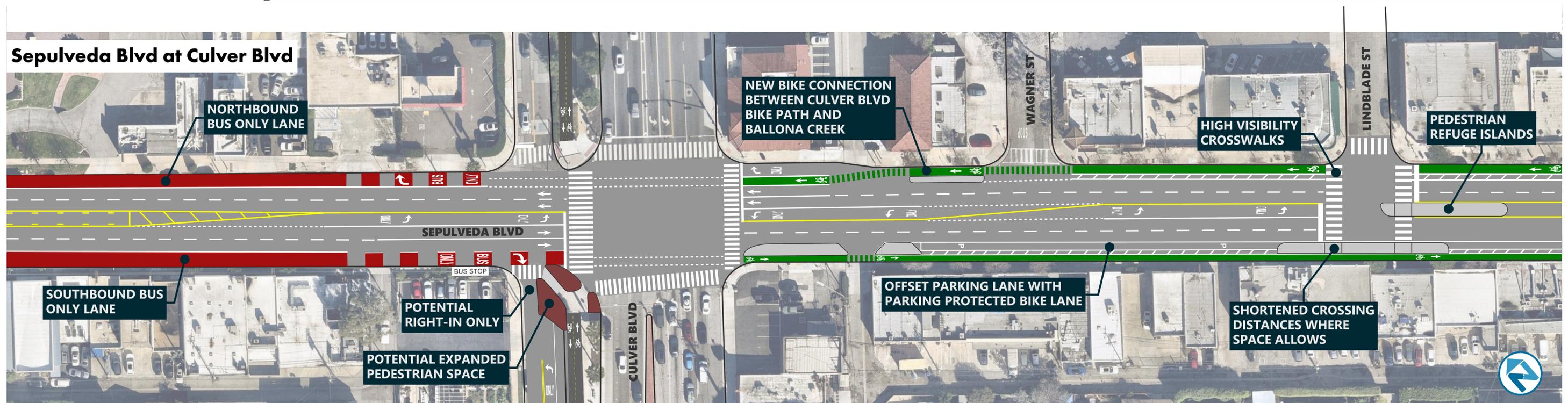
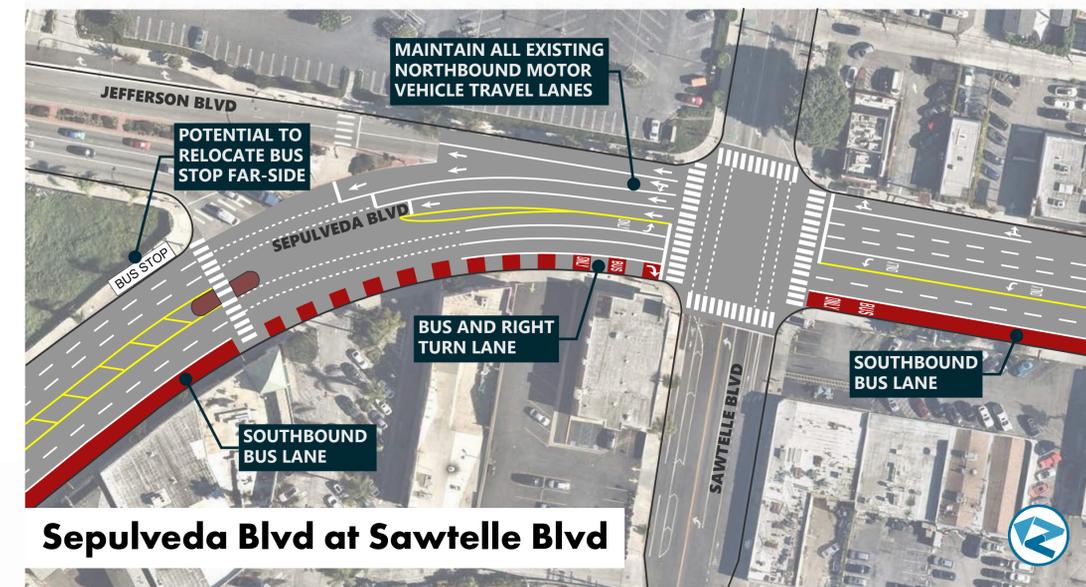
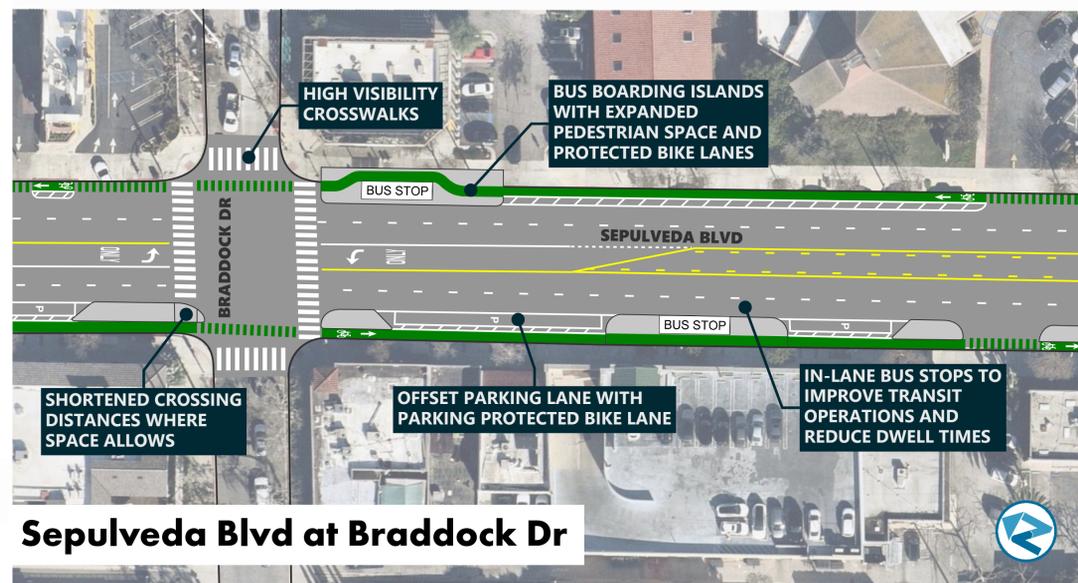


Alternative 2: Balanced Transit Priority



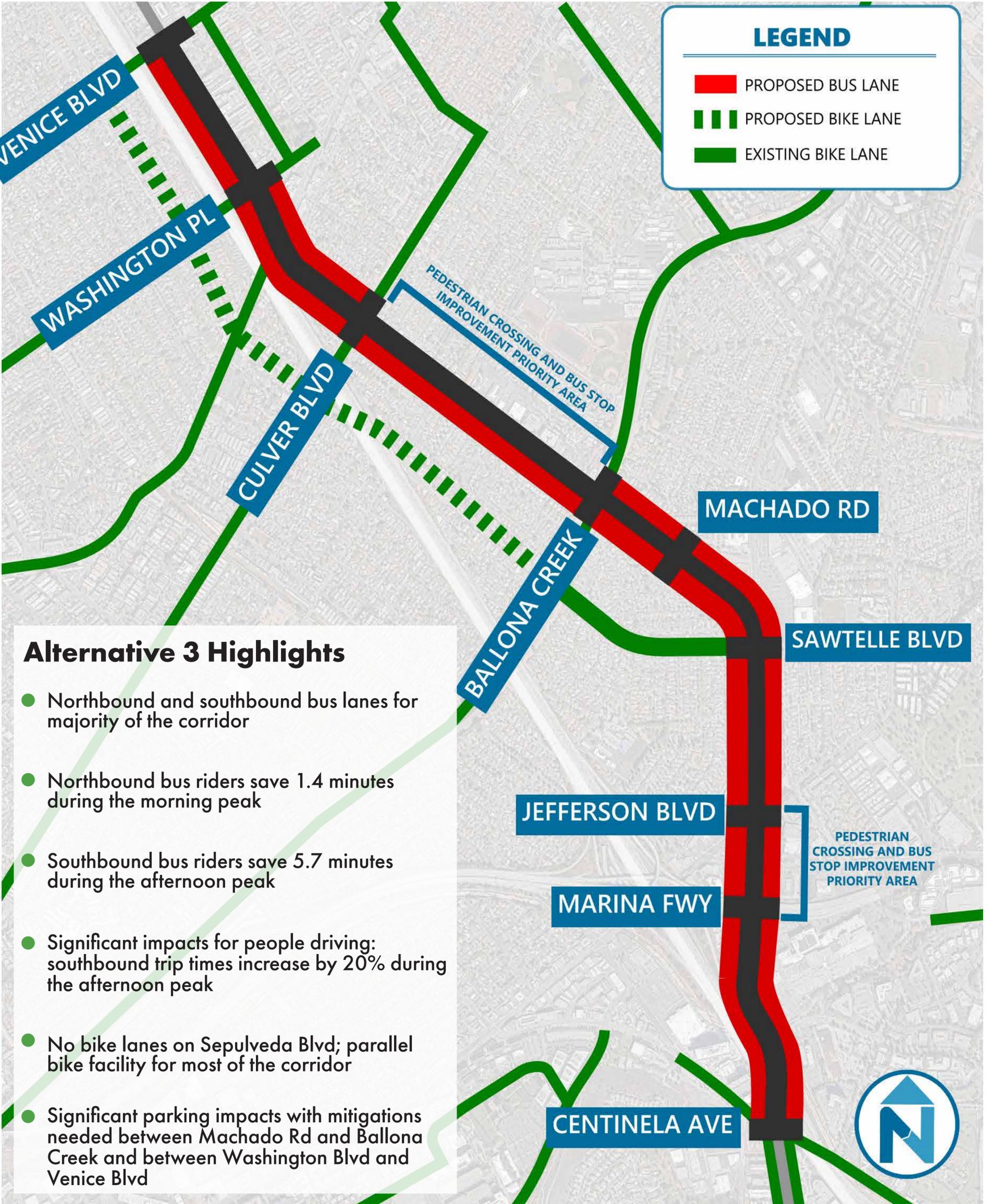


Alternative 2: Balanced Transit Priority





Alternative 3: High Transit Priority



LEGEND

- PROPOSED BUS LANE
- PROPOSED BIKE LANE
- EXISTING BIKE LANE

Alternative 3 Highlights

- Northbound and southbound bus lanes for majority of the corridor
- Northbound bus riders save 1.4 minutes during the morning peak
- Southbound bus riders save 5.7 minutes during the afternoon peak
- Significant impacts for people driving: southbound trip times increase by 20% during the afternoon peak
- No bike lanes on Sepulveda Blvd; parallel bike facility for most of the corridor
- Significant parking impacts with mitigations needed between Machado Rd and Ballona Creek and between Washington Blvd and Venice Blvd





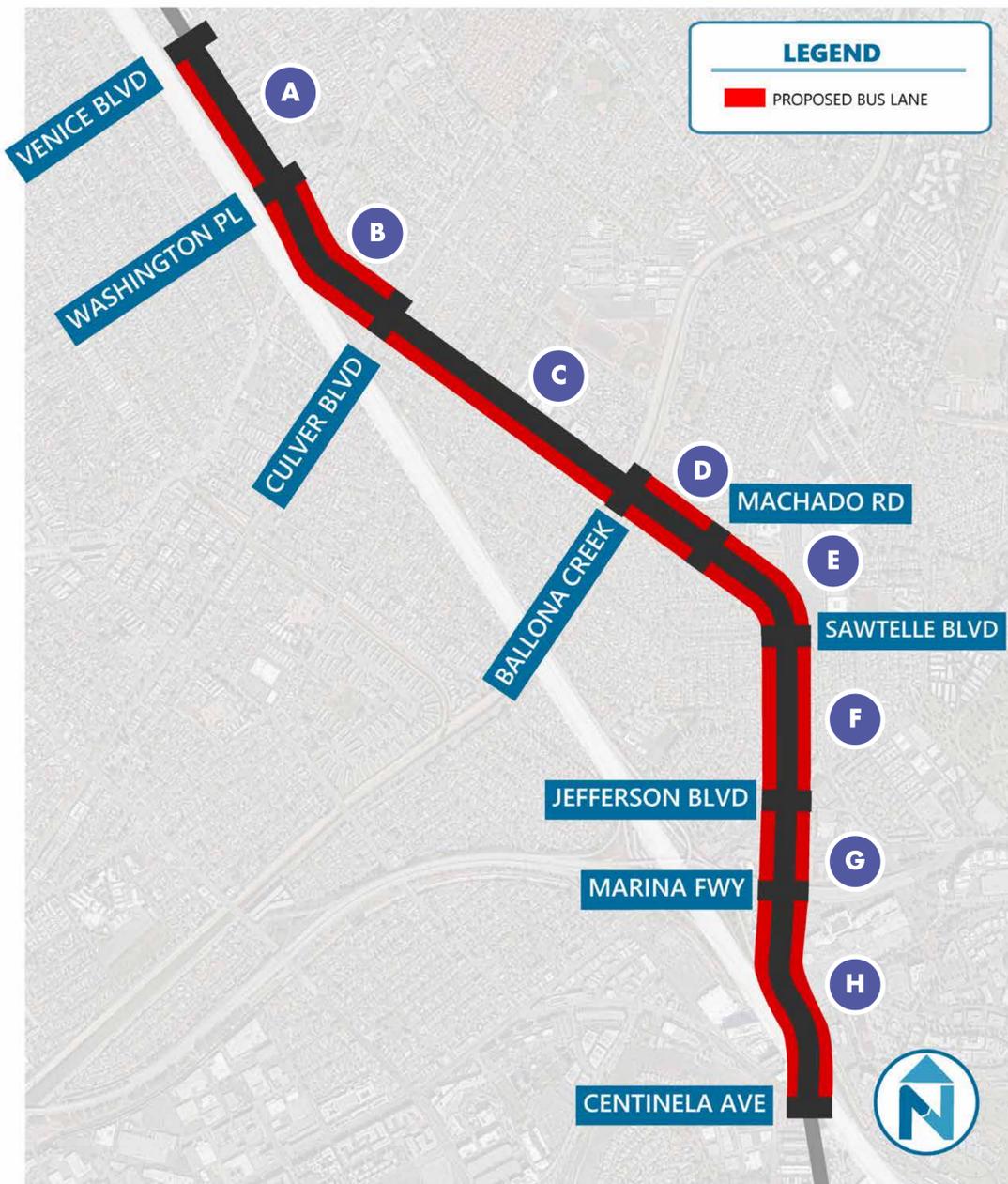
Alternative 3: High Transit Priority

A Venice Blvd to Washington Pl
Maintains all travel lanes both directions; removes northbound parking lane

B Washington Pl to Culver Blvd
Maintains all travel lanes both directions; removes both parking lanes

C Culver Blvd to Ballona Creek
Maintains all travel lanes both directions; removes northbound parking lane

D Ballona Creek to Machado Rd
Creek to north of Machado: Maintains all travel lanes both directions and northbound parking lane; removes southbound parking lane
North of Machado to Machado: Maintains parking lanes both directions; removes 1 travel lane each direction



E Machado Rd to Sawtelle Blvd
Removes 1 travel lane each direction

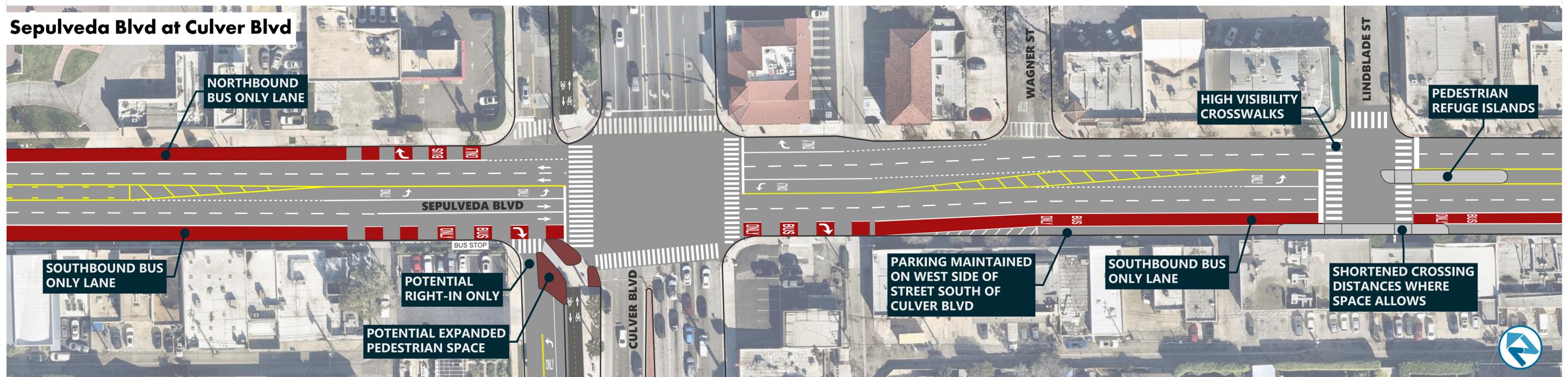
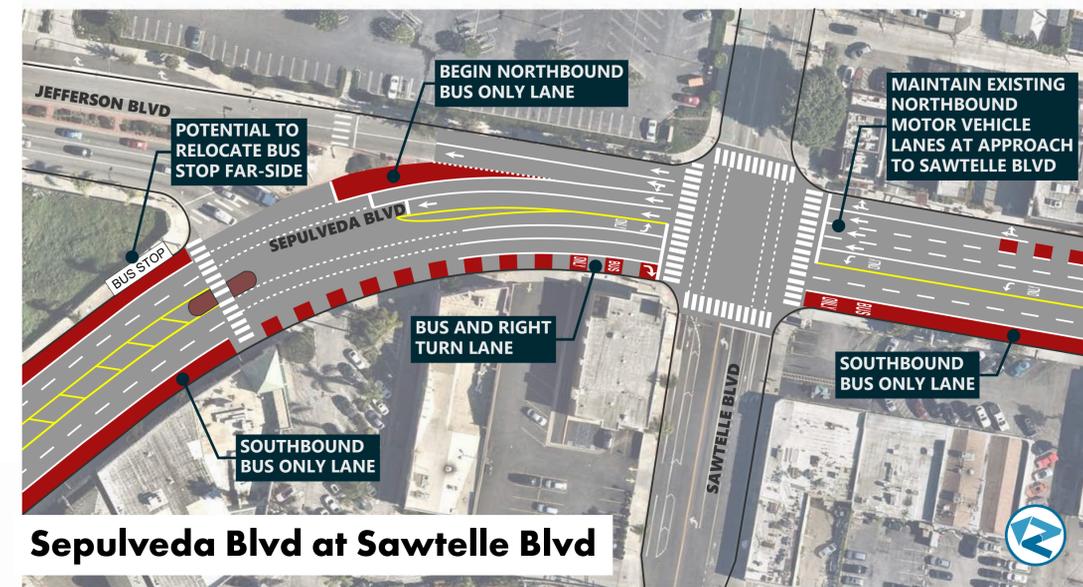
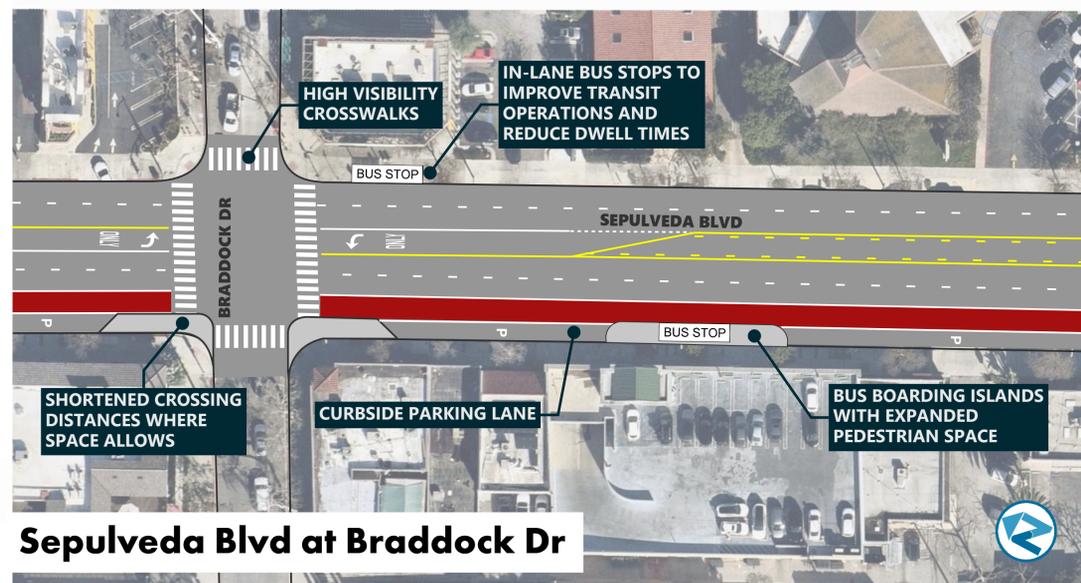
F Sawtelle Blvd to Jefferson Blvd/Playa St
Maintains northbound parking lane; removes 1 travel lane each direction

G Jefferson Blvd/Playa St to Marina Fwy
Removes 1 travel lane each direction

H Marina Fwy to Centinela Ave
Removes 1 travel lane each direction

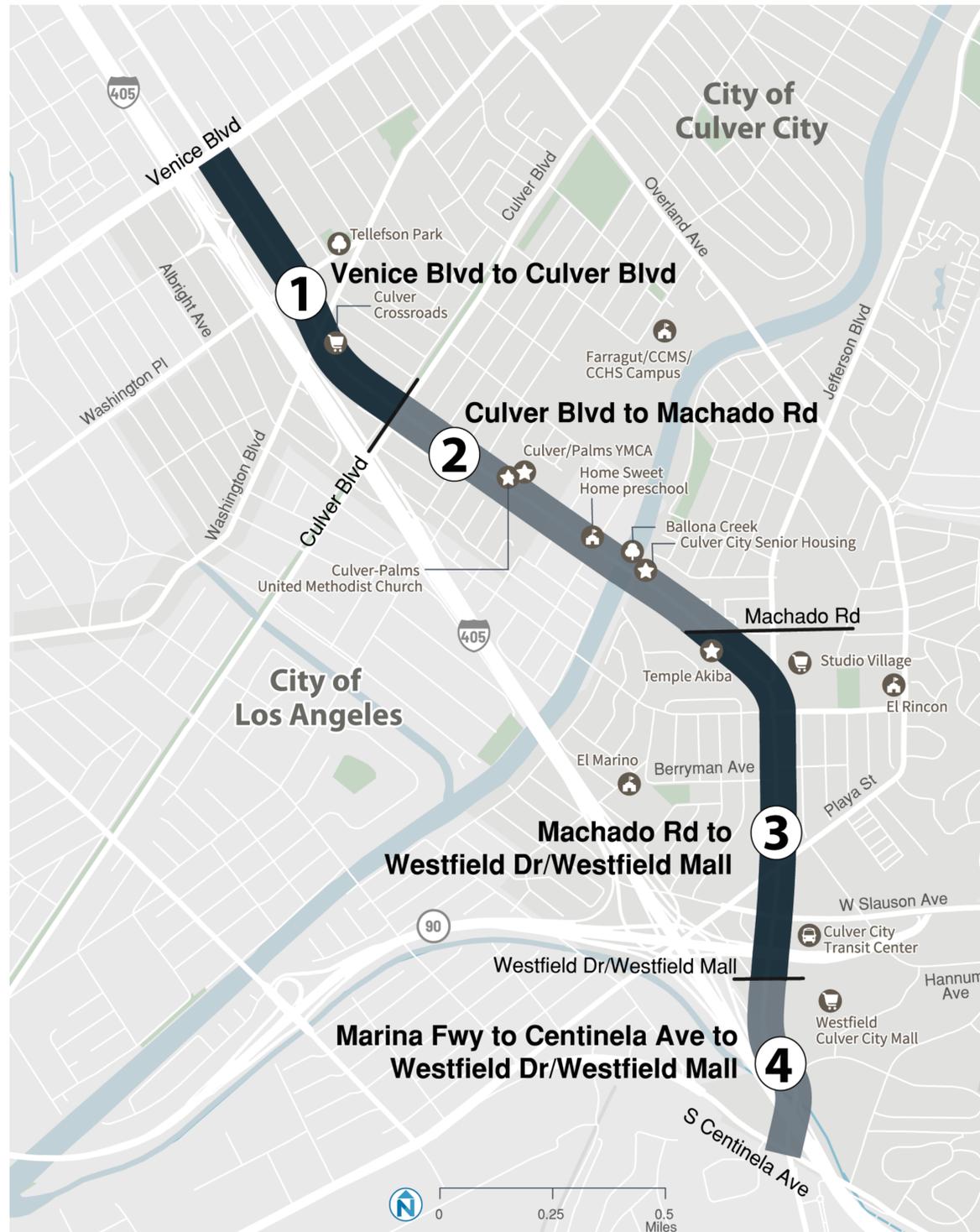


Alternative 3: High Transit Priority



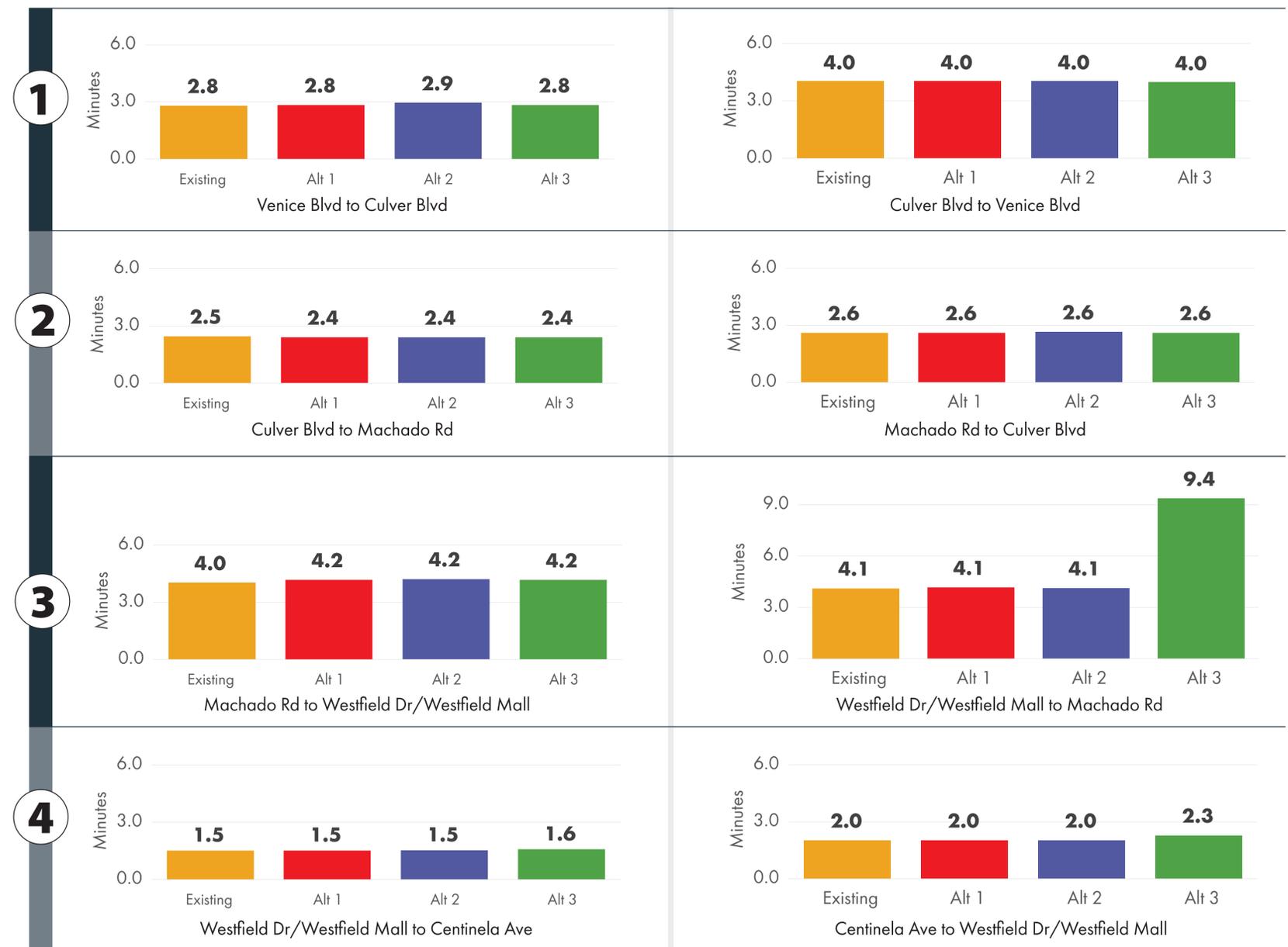


AM Motor Vehicle Travel Time Evaluation



SOUTHBOUND (AM)
 Minimal travel time changes across all alternatives.
 Less than 30 second increase in travel time from
 Westfield Mall to Machado Rd in all 3 alternatives.

NORTHBOUND (AM)
 Virtually no change in vehicle travel times for Alternatives 1 and 2.
 Alternative 3 results in results in a significant increase in travel time
 (>5 minutes) between Centinela Ave and Machado Rd.

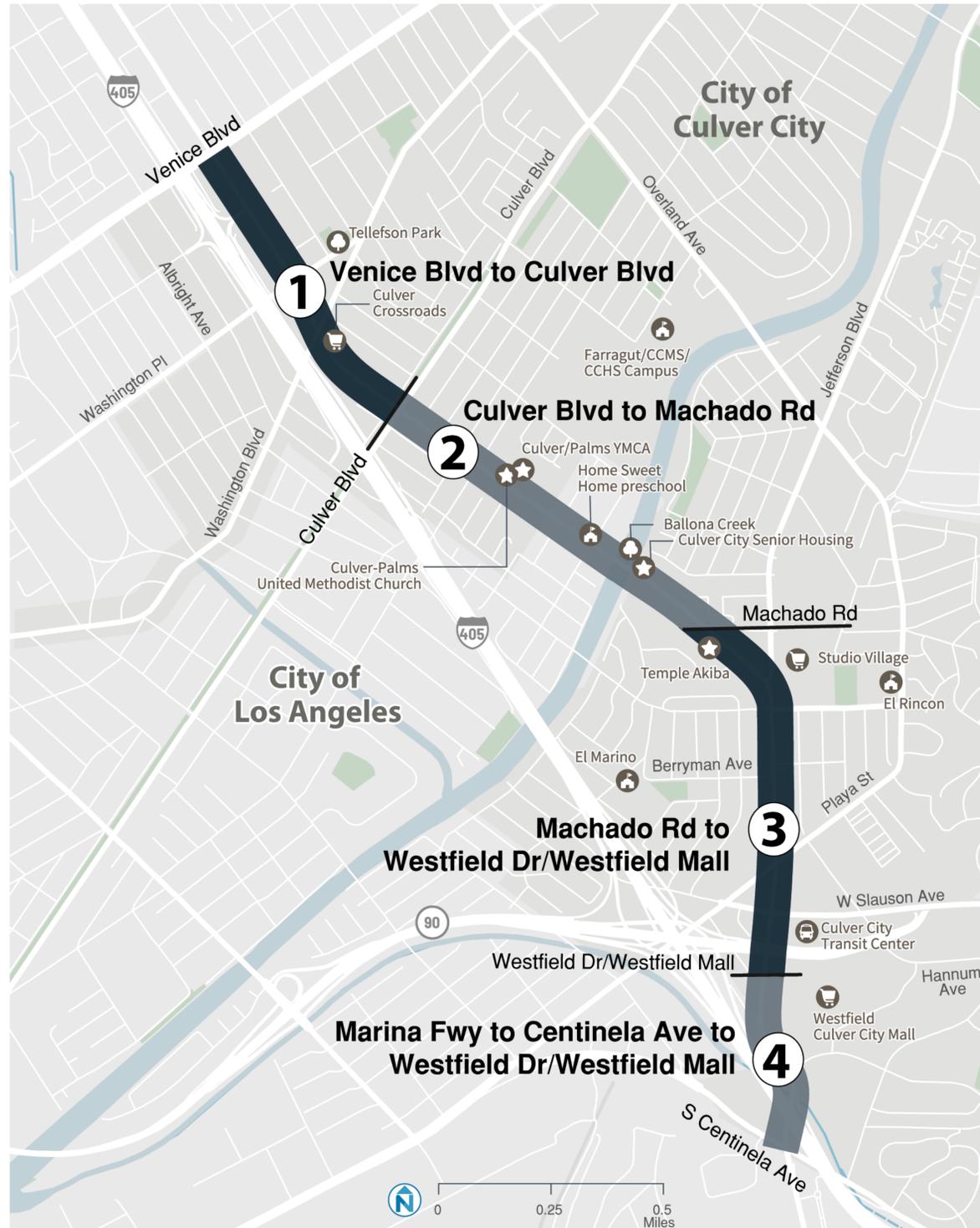


Change in Corridor Travel Time

+0.1 minutes	+0.2 minutes	+0.2 minutes	+/-0 minutes	+/-0 minutes	+5.6 minutes
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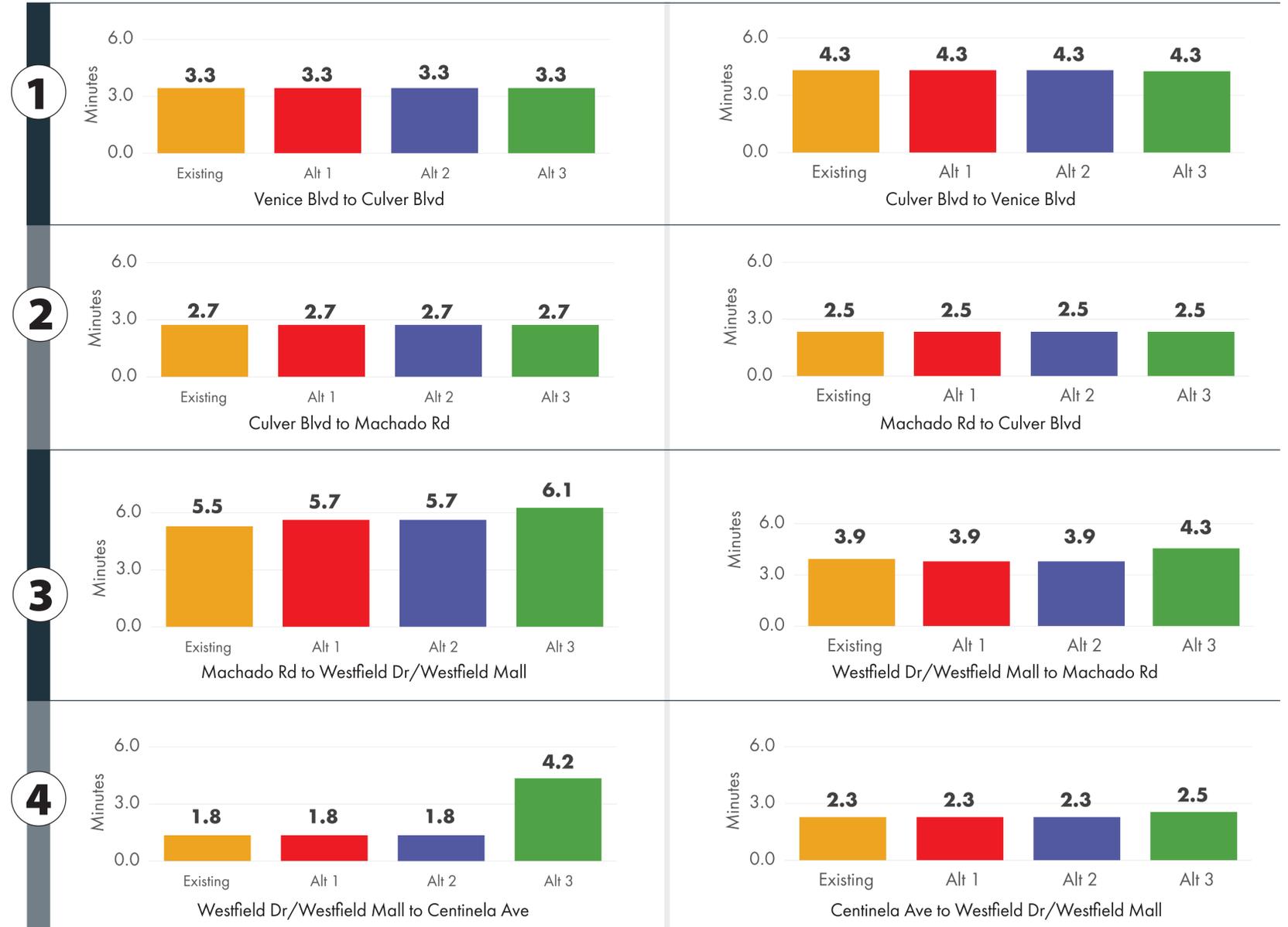


PM Motor Vehicle Travel Time Evaluation



SOUTHBOUND (PM)
 Minimal travel time changes in Alternatives 1 and 2 (less than 30-second increase between Machado Rd and Westfield Mall). Alternative 3 results in the highest travel time between Westfield Mall and Centinela Ave.

NORTHBOUND (PM)
 Virtually no change in vehicle travel times for Alternatives 1 and 2. Alternative 3 results in a minor increase (<1 min) between Centinela Ave and Machado Rd.



Change in Corridor Travel Time

+0.2 minutes	+0.2 minutes	+3 minutes
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Change in Corridor Travel Time

+/-0 minutes	+/-0 minutes	+0.6 minutes
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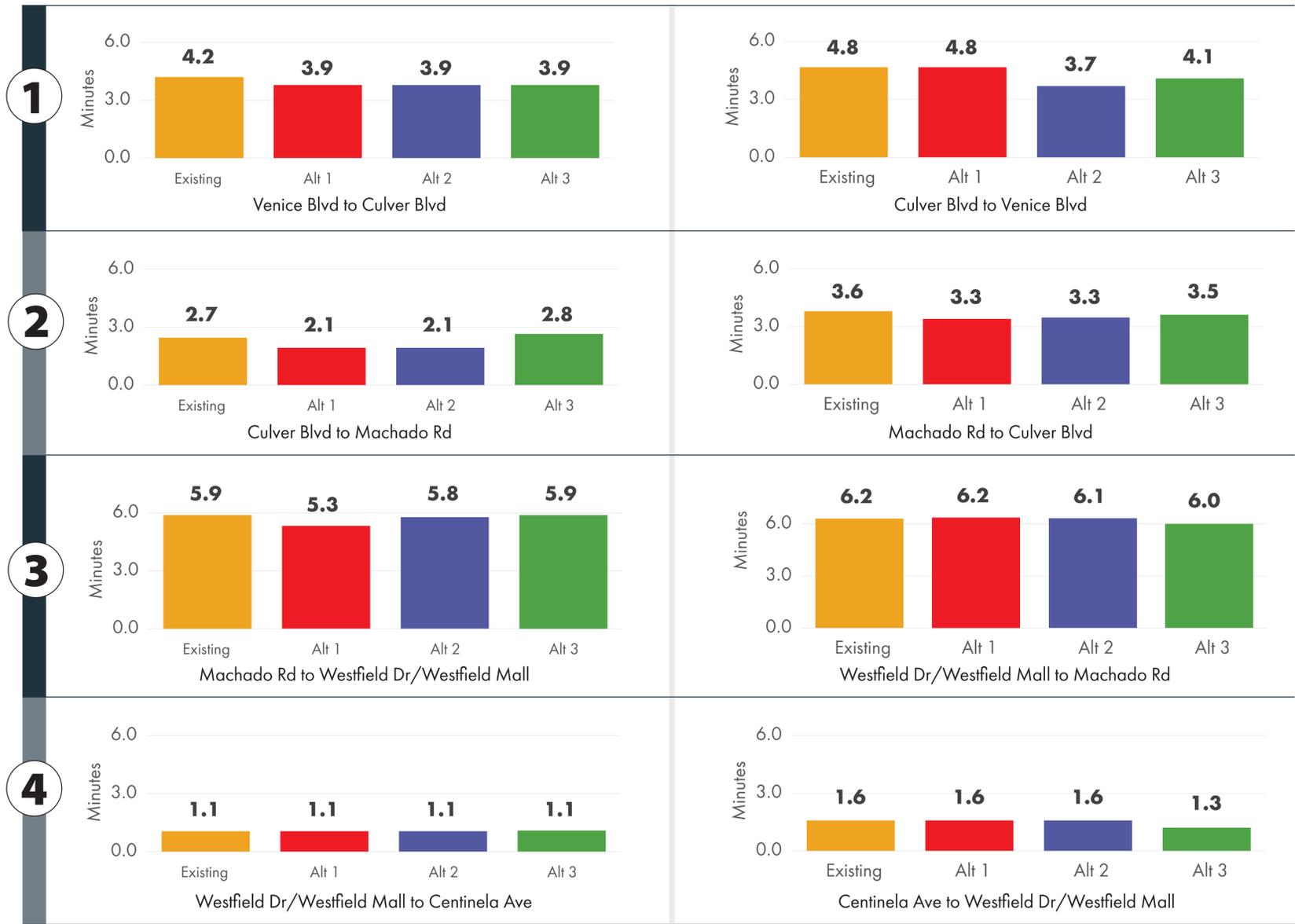


AM Transit Travel Time Evaluation



SOUTHBOUND (AM)
 Bus trips are shorter in all alternatives, with Alternative 1 having the greatest time savings.
 Bus riders save the most time in the segment between Venice Blvd and Culver Blvd in all alternatives.

NORTHBOUND (AM)
 Bus trips are shorter in all alternatives, with Alternative 2 having the greatest time savings.
 In Alternative 2, bus riders save over a minute in travel time in the segment between Culver Blvd and Venice Blvd.





PM Transit Travel Time Evaluation



SOUTHBOUND (PM)
 Bus trips are shorter in all alternatives, with Alternative 3 having the greatest time savings.
 Alternatives 1 and 3 have similar bus travel time savings, with most benefit coming from transit lanes in Segments 1 and 3.

NORTHBOUND (PM)
 Bus trips are shorter in Alternatives 2 and 3, with Alternative 2 having greater time savings.
 Alternative 1 results in a very small increase in travel time between Culver Blvd and Venice Blvd.

