



What We Heard During Workshop 1

At our last meeting, community members shared their vision for the corridor.



Workshop participants were most interested in transit priority lanes between **Venice Blvd and Culver Blvd**, especially southbound, as well as a northbound transit priority lane between **Playa St and Slauson Ave**.



Workshop participants expressed a preference for a bicycle facility on **Sepulveda Blvd from Culver Blvd to Machado Rd** and intersection improvements on **Culver Blvd, Braddock Dr, Jefferson Blvd/Sawtelle Blvd, Berryman Ave, Slauson Ave, and Green Valley Cir**.



Workshop participants also expressed preferences for bike lanes at other locations, including **Sawtelle Blvd between Braddock Dr and Ballona Creek**.



Parking Evaluation

- A survey team collected parking occupancy along the corridor and intersecting side streets in Spring 2025 on a typical weekday during the AM peak, midday peak, PM peak, and PM off-peak periods. Please see the parking analysis boards near the project overview.
- Proposed parking removals are analyzed block-by-block for each alternative.
- Peak parking demand is considered to be met if there are sufficient remaining parking stalls on a given block and adjacent side streets one block away.
- In areas where peak parking demand cannot be met, the project will evaluate mitigation options.

Alternative 1



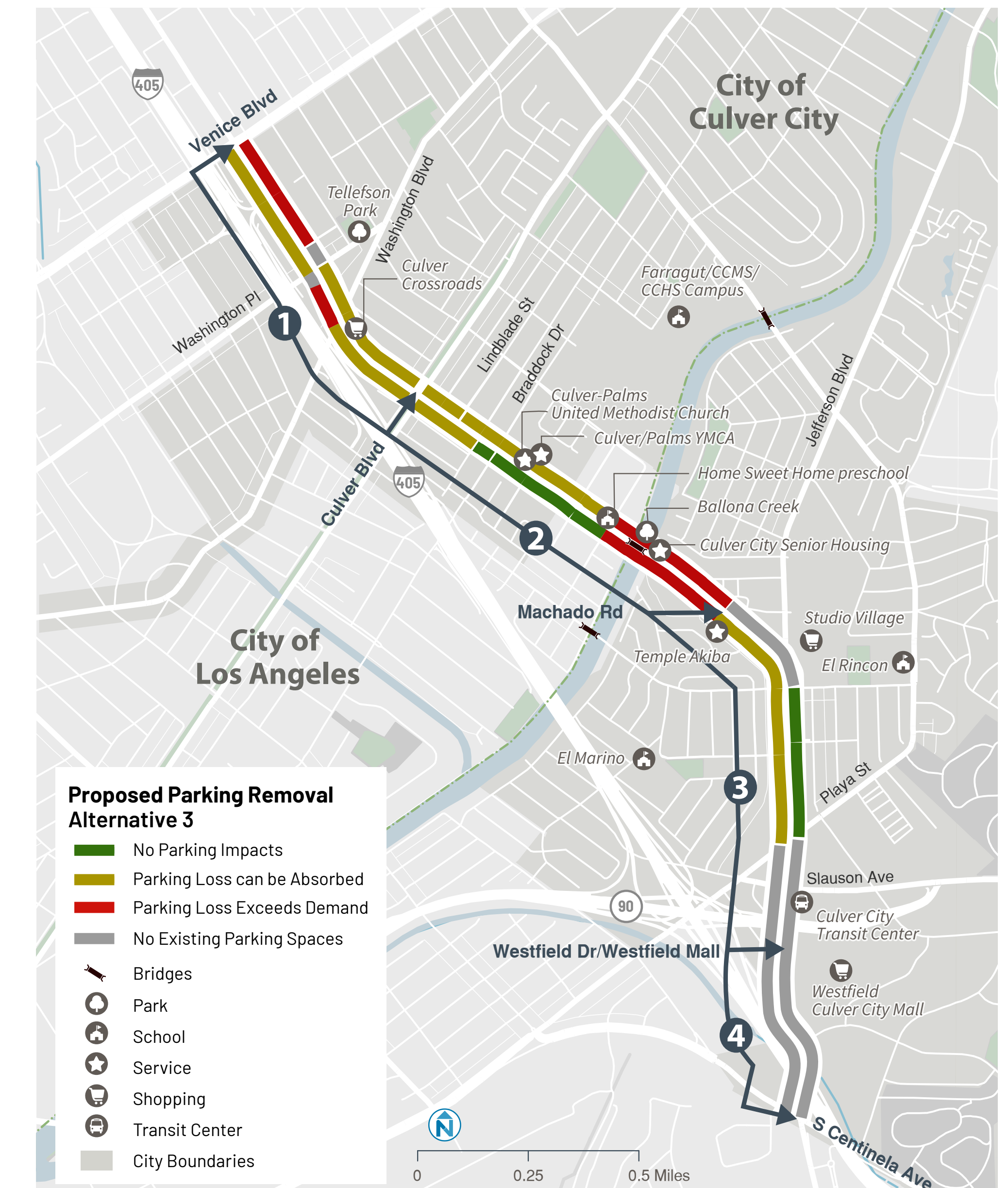
Parking demand can be met along the entire corridor, even at the busiest hours of the day.

Alternative 2



Parking demand can be met most hours of the day along most of the corridor; minor mitigations may be needed around Washington Blvd.

Alternative 3



This alternative has the most parking eliminated on Sepulveda Blvd and would have the greatest impact on curb parking availability. Parking demand could exceed supply north of Washington Blvd and between Machado Rd and Ballona Creek.