

# Recommended Transportation Priorities from Westside Cities Council of Governments

Reviewed at July 18, 2013 WCCOG meeting:

- Extend the Purple Line to Santa Monica – Metro’s Long Range Transportation Plan and the Measure R funding plan includes construction of the Purple Line to a Westwood/VA Hospital station.
- Extend the Crenshaw Line north all the way to West Hollywood – Metro has approved construction of an 8.5 mile “Crenshaw/LAX” Light Rail project that will run between the Exposition Line and the Metro Green Line. This project would extend the Crenshaw/LAX Line northward to West Hollywood via San Vicente.
- I-10/Robertson/National Area Circulation Improvement Project – Reconfiguration of the I-10/Robertson/National on and off ramps and street reconfiguration to improve vehicle circulation.
- La Cienega Boulevard Improvements from West Hollywood to Inglewood – Improve traffic signals, intersections, pedestrian amenities and streetscape.
- Regional bike sharing initiative – Capital, start-up and operating costs to provide for a regional bike sharing program (models include New York Citi Bike Program and Washington D.C. Capital Bikeshare).

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## **Individual City-Specific Submissions**

### **Beverly Hills:**

- Westside Subway Purple Line extension to Santa Monica
- Bicycle infrastructure and facilities improvements
- Pedestrian improvements to address safety and walkability (Southeast Area of City, including Robertson and Olympic Boulevards are high priority)
- Arterial street improvement, maintenance and streetscape improvements
- Transit stop improvements and amenities to increase attractiveness of transit
- Capital and operating funding to develop and expand a regional bicycle sharing program

## Culver City:

### Transit Regional:

- Westside Transit Center in Culver City - Plan, design and construct a multi-modal transit center to replace the existing Westfield-Culver City Transit Center, which is currently located on private property and will need to be relocated by 2034. This transit center serves as a major transit hub on the Westside for riders transferring between bus lines in the region.

### Transit Sub-Regional:

- Major transit hubs in strategic locations on the Westside to link transit, pedestrian, bike and car-sharing resources and provide bus layover and turnaround.
- Transit operations (fixed route bus and paratransit)
- Bus replacement/purchase
- Bus maintenance and storage facility upgrade and expansion
- Preventive maintenance / rehabilitation of transit (bus)
- Bus stop improvements (sidewalk, furniture, and dynamic-message signs)
- Streetscape enhancements
- Bus bypass lanes at intersections/ramps
- Exclusive bus lanes on key arterials and high-ridership transit corridors
- Transit Intelligent Transportation Systems (new system / maintenance / upgrade)
- Transit security

### Highway Regional:

- I-10 / Robertson/National Area Circulation Improvement Project
  - The I-10 / Robertson / National on / off ramps and street reconfiguration
- I-405 Corridor Capacity / Efficiency Project

### Highway Sub-Regional:

- Rehabilitate State Highways (non-freeway routes) and major arterials
- SR-90 to I-405 Connection - The project will add a connection from westbound SR-90 to SB I-405, which currently does not exist. This will reduce traffic on the nearby arterial, Jefferson Boulevard, which is currently the only way to make this connection.
- Regional traffic model
- Improve traffic along Centinela Avenue from Sepulveda Boulevard to La Cienega Boulevard (Sepulveda Boulevard to Green Valley Circle is in Culver City)

## Culver City (continued):

### Highway Local:

- Rehabilitate and repair local streets
- Signal upgrade/improvements/modification. Some of the unfunded projects in Culver City include:
  - Duquesne/Hughes and Washington Boulevard – Add left-turn phases for north-south traffic.
  - Sepulveda Boulevard and Washington Boulevard – Add left-turn phases for east-west traffic.
  - Sepulveda Boulevard and Washington Place – Add left-turn phases for east-west traffic.
  - Washington Boulevard and Centinela Avenue – Add a left-turn phase
  - Change out loop detection with video detection at all signalized intersections of primary arterials and secondary highways.
- Road/intersection improvements and median reconfiguration. Some of the unfunded/underfunded projects in Culver City include:
  - Culver Boulevard realignment between Sepulveda Boulevard and Elenda Street
  - Washington Boulevard Median Re-Configuration between National and La Cienega Boulevards - As part of this project, at Washington Boulevard / La Cienega Avenue / McManus, add left-turn lanes for east-west traffic on Washington Boulevard. This project will provide bike lanes on Washington Boulevard.
  - Overland Avenue / Washington Boulevard intersection improvements - Add dual left turn lanes for eastbound and westbound Washington Boulevard and a right-turn lane for westbound traffic.
  - Washington Boulevard and Centinela Avenue – Add dual left-turn lanes for southbound traffic.
  - Overland Avenue and Culver Boulevard – Provide dual left-turn lanes on the west approach and a right-turn lane on the east approach.
  - Sepulveda Boulevard and Slauson Avenue – Provide dual left-turn lanes on the south approach.
- Upgrade traffic signal synchronization in Culver City
  - Upgrade traffic signal synchronization in Culver City equivalent to the City of Los Angeles' ATCS (Advanced Traffic Control System).

### Bicycle and other Alternative Modes Regional:

- Bicycle safety education/campaign

## Culver City (continued):

### Bicycle and other Alternative Modes Sub-Regional:

- Bike sharing program (capital and operations/maintenance)
- Bicycle infrastructure (bikeways and bicycle parking – new/upgrade/rehabilitation).  
Some of the unfunded projects in Culver City include:
  - Ballona Bike Path extension study between Syd Kronenthal Park and Washington Boulevard
  - Higuera Ramp – Construct a bike ramp from the Ballona Creek Bike Path to Higuera bridge (a part of replacement of the bridge)
  - Bicycle facilities recommended in Culver City's Bike and Pedestrian Master Plan
- Car sharing program (capital and operations/maintenance)
- Alternative energy stations and charging station

### Bicycle and other Alternative Modes Local:

- Safe Routes to School implementation

## Santa Monica:

- The Westside Subway Purple Line extension to Santa Monica
- First and last-mile transit, bicycle and pedestrian improvements to the three Expo light rail stations in Santa Monica
- Bicycle infrastructure and facilities improvements
- Arterial multi-modal and streetscape improvements (Lincoln Boulevard is a high priority)
- Pedestrian improvements to address safety and walkability
- Bus capital and operating funding
- Real time traffic and parking improvements
- I-10 interchange improvements of sub-regional importance including Cloverfield Boulevard, Lincoln Boulevard and 4<sup>th</sup>/5<sup>th</sup> Street ramps.

## West Hollywood:

- Extend the Westside Subway Purple Line (out to Santa Monica).
- Extend the Crenshaw Rail Corridor/Wilshire Blvd. -- North all the way to West Hollywood
- The Robertson/Santa Monica off ramp interchange
- La Cienega from West Hollywood to Inglewood
- Major transit hubs in strategic locations on the Westside to link Metro, pedestrian, bike and car-sharing resources

## West Hollywood (continued):

### Other issues for consideration:

- LAX Connector
- I-405 Corridor Capacity /Efficiency Project
- Preventive Maintenance /Rehabilitation of Transit (Bus &Rail)
- Rehabilitate State Highways (non-freeway routes) and major arterials
- ITS /Traveler Information Systems Operation and Maintenance

### Capacity Improvements:

- "Lincoln Corridor" to Expo Line
- Establish "Neighborhood-Oriented Development" Program
- Expand Multimodal Capacity to Fairfax and La Cienega
- Fund bridge seismic retrofit program

### Sub-Regional considerations:

- High Quality Transit
- Start with High Quality Transit Analysis
- HOV/transit bypass lanes at intersections/ramps
- Exclusive Transit/HOV lanes on key arterials and high-ridership transit corridors
- Arterials parallel to freeways
- Beach access/circulation improvements and parking visitor information/way-finding
- "First/Last-mile" connections for transit, walkability, bike, and shuttle services to:
  - Transit hubs
  - Implement a Sub-Regional Traffic Management Center
  - Neighborhood Oriented Developments

### Countywide Operations & Maintenance Issues:

- Focused Circulation/parking improvements at major commercial/shopping centers
- Expanding Blue Commute to add more locally oriented information (transit/multimodal)
- Alternative energy stations and charging station status
- Car and bike sharing programs
- Per city safety assessment to identify accident locations and corrective measures triggered by poor scoring of beach cities in (road) safety rankings
- Safe Routes to School implementation (Metro/SCAG Program)
- Illuminated Street Name Signs (LED)
- TMC staffing
- Traffic Signal Timing
- Equipment maintenance
- Street rehab and repair
- Bridge repair