

# TRANSIT PRIORITIES

## BACKGROUND

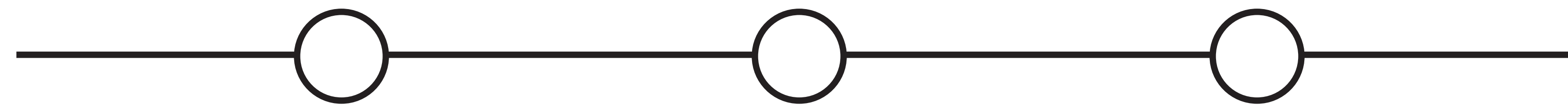
**There is a broad range of transit services in West Hollywood, each with different markets and goals:**

- ◆ On the one extreme is the Metro Rapid Bus service on Santa Monica, La Cienega, and Fairfax (lines 704, 705, and 780 respectively). Metro Rapid has high frequency, higher speeds and wider stop spacing than the local bus, and is designed to compete with the car. It operates very efficiently, attracts many long-distance trips, and eliminates a lot of cars from city streets. But its stops are too far for many people to walk to, and it does not serve local trips well.
- ◆ On the other extreme is the CityLine, which operates every 40-50 minutes, and connects the front doors of many local community services. It is hugely important to the people who ride it since most have few other mobility options. It is infrequent and circuitous, provides out-of-direction trips for most potential riders, and does little to address congestion.
- ◆ In addition to these two types of service, there is local bus service along major streets (lines 2, 4, 10, 105, and 217), which provide connections with the region at high frequency but more frequent stops and slower speed than Metro Rapid, and there is LADOT Community DASH service which connects to Cedars-Sinai and the Hollywood/Highland Metro Redline station. Local bus service connects more destinations, and attracts short- and long-distance trips.

## YOUR VOICE, YOUR CHOICE

To help the City develop appropriate General Plan policies, please place a dot where you think the right balance is to resolve the tradeoffs between:

**FAST, EFFICIENT TRANSIT  
TO CONNECT WITH  
DESTINATIONS ELSEWHERE  
IN THE REGION**



**LOCAL TRANSIT SERVING  
COMMUNITY CIRCULATION  
NEEDS**

**COMMENTS?**