



Public Works Department
Engineering Division
Traffic Engineering Section

RANCHO HIGUERA ADVISORY SURVEY FOR TEMPORARY TRIAL MEASURES

RANCHO HIGUERA
Neighborhood Traffic Management Program

For information/Questions:
(310) 253-5600;
gabe.garcia@culvercity.org

DESCRIPTION OF TEMPORARY PROPOSALS

The mobility and traffic calming measures described in this document are proposed to be temporary (for a period of one year, more or less), contingent upon the support of the residents, as required by the City Council's Neighborhood Traffic Management Program (NTMP). If such support is expressed by the residents, through the subject Advisory Survey, the temporary proposals will be considered by the City Council at a future public meeting during the summer, of which you'll be informed in advance.

If the proposed temporary trial occurs, the proposed traffic calming measures would be constructed of temporary materials. Towards the end of the trial period, "After" traffic data will be collected, and compared against the initial "Before" traffic data, to determine the changes that occurred in traffic volumes, speeds, and multi-modal mobility. The results will be shared with the Rancho Higuera neighborhood, and you will be asked for your opinion, through a second future Advisory Survey, regarding your support or opposition, to making the temporary mobility and traffic calming measures permanent. The results of the before-and-after traffic data, as well as the results of the second Advisory Survey, will be presented to the City Council, for their consideration. You will be informed of that future public meeting as well. In the event that the Rancho Higuera neighborhood does not support implementation of the temporary trial measures being considered under the present Advisory Survey, this latter consideration would not occur.

Please read the following descriptions of the temporary proposals, for each of the four questions being considered in the Advisory Survey. Then, respond to the four questions contained in the Advisory Survey, by **clearly marking one "X" only, per question**, in either the "YES" column (to indicate your favorable support), or the "NO" column (to indicate your opposition).



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If you have any questions about the temporary proposals, please contact Gabe Garcia by email at gabe.garcia@culvercity.org, or call (310) 253-5600.

REGARDING QUESTION 1 (NATIONAL BOULEVARD)

Some traffic driving westbound on National Boulevard, (coming from the area of Jefferson Boulevard), makes a left onto Schaefer, Helms, and Wesley. This commuter traffic cuts through these residential streets because of the perception of saving time by avoiding congestion on National Boulevard, or avoiding the delays at the left-turn pocket at the signalized intersection of National Boulevard/Washington Boulevard. To prevent cut-through traffic, the temporary proposal asks you to consider if you would support or oppose the installation of signs to prohibit westbound National Boulevard traffic from turning left onto Schaefer, Helms, and Wesley during the two traffic peak periods of 7 to 9 am and 4 to 6 pm, Monday through Friday.

The following graphics illustrate the proposal for National Boulevard.



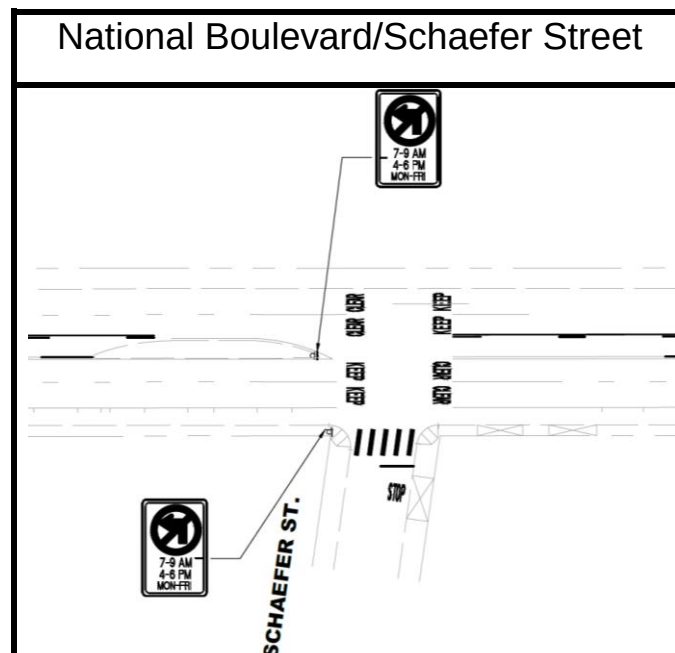
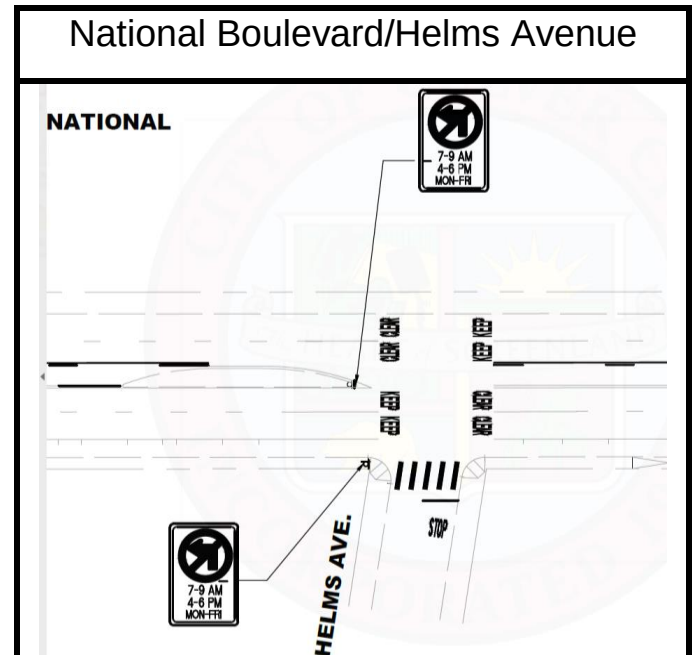
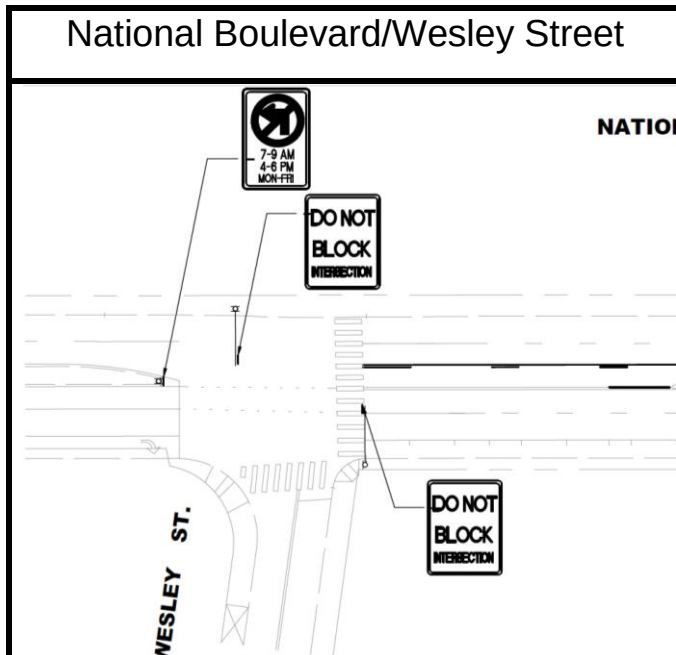
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REGARDING QUESTION 2 (HIGUERA STREET)

Traffic data supports the observations from residents, that Higuera Street carries a high volume of traffic, (generally from 7,000 to 11,000 vehicles in a 24-hour period), at speeds from the high 20's to as high as 34 mph (the posted speed limit in the residential segments of Higuera Street is 25 mph). As a result, congestion during the peak traffic periods negates the ability to comfortably exit from/or access residential driveways, decreases opportunities for pedestrian crossings, and creates residents' concern over safety for pedestrians, bicyclists, and drivers.

To reduce vehicular speeds, increase pedestrian mobility, improve safety for all, and increase opportunities to comfortably exit from/or access residential driveways, the temporary proposals asks you to consider if you would support or oppose the temporary installation of the following:

a) redesigned traffic circles/islands; **b)** painted high-visibility (piano keys) crosswalks at all intersections along Higuera Street; **c)** "Yield Here to Pedestrians" signs along Higuera Street, with supporting demarcation points for traffic to stop 30 feet away from the marked crosswalks; **d)** on the side streets, pavement-painted "STOP" and stop bar, adjusted farther back to accommodate the painted crosswalks; and **e)** curb extensions along Higuera Street, to ensure cars don't bypass the redesigned circles/islands, which will force traffic to slow down.

In order to align the striping on Higuera Street to the proposed intersection changes and to ensure that traffic cannot bypass the proposed traffic circles and islands, the existing striping would be replaced.

The following graphics illustrate the proposal for Higuera Street.



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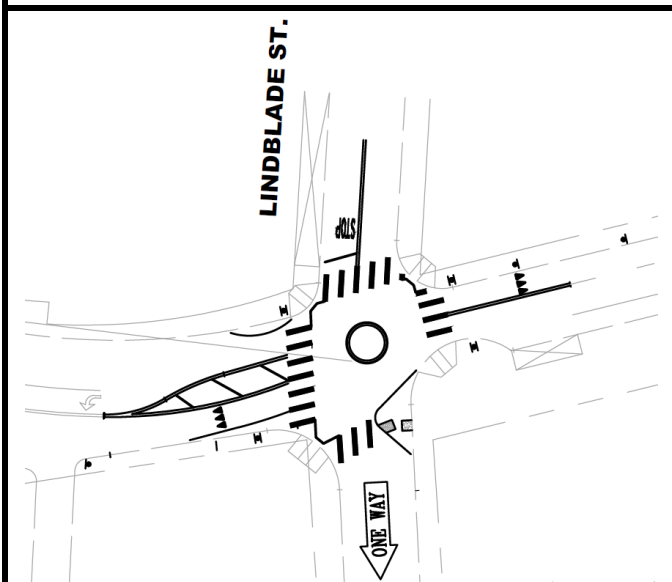
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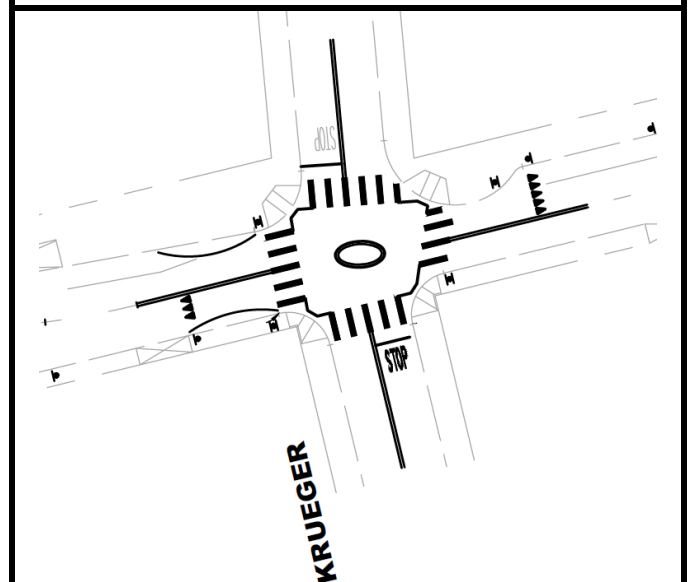
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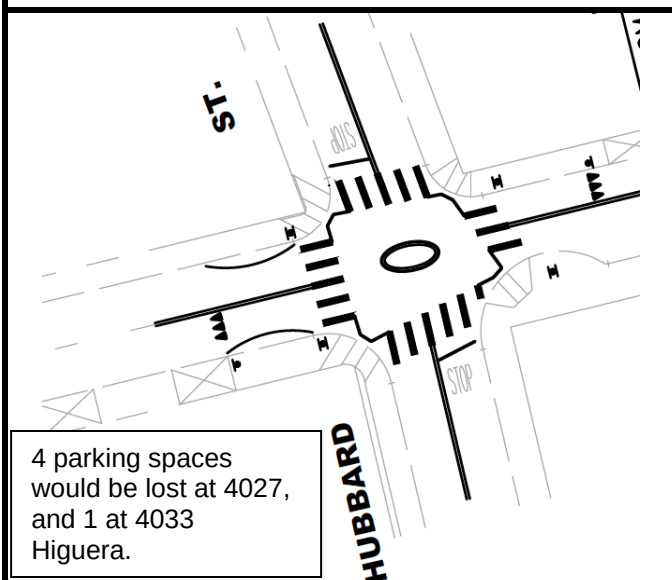
Higuera Street/Lindblade Street



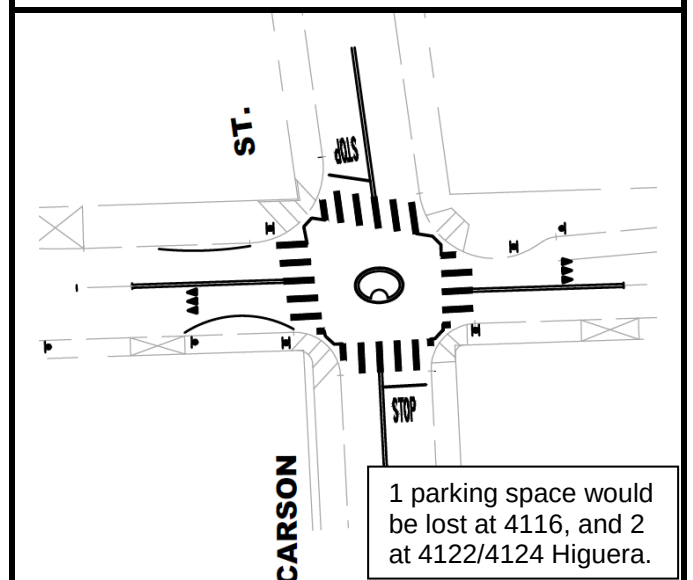
Higuera Street/Kreuger Street



Higuera Street/Hubbard Street



Higuera Street/Carson Street





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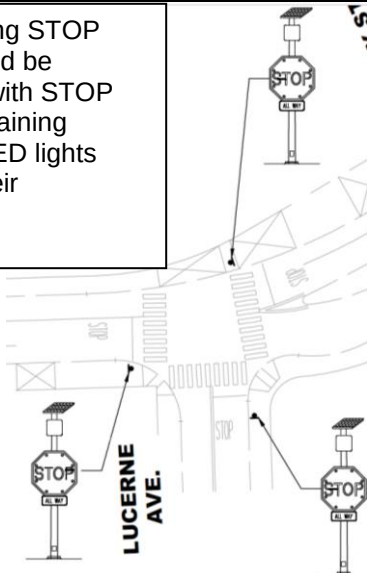
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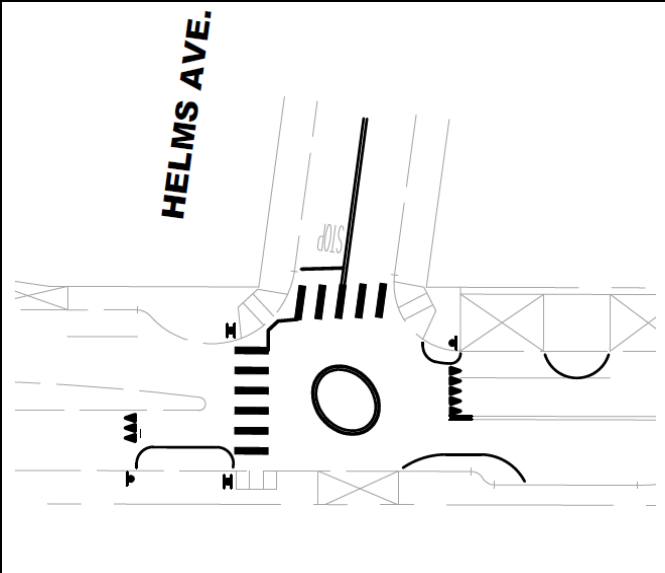
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Higuera Street/Lucerne Avenue

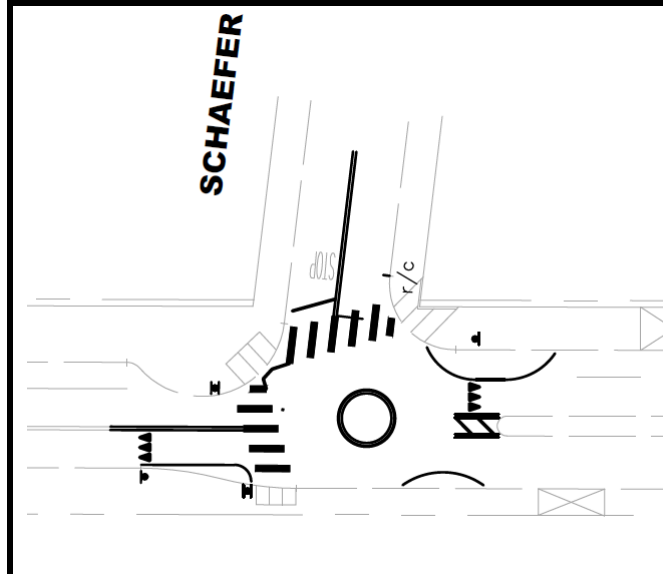
The existing STOP signs would be replaced with STOP signs containing flashing LED lights around their perimeter.



Higuera Street/Helms Avenue



Higuera Street/Schaefer Street





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REGARDING QUESTION 3 (INCE BOULEVARD)

Traffic data indicates that Ince Boulevard carries approximately 4,500 vehicles in a 24-hour period, and is posted for 25 mph. The speed of traffic ranges from legal speed up to the low 40's, with an 85th percentile speed (the speed at or below which 85 percent of all vehicles are observed to travel under free-flowing conditions), of 34 mph. As a result, there is congestion during the peak traffic periods, convenient and comfortable access to/from residential driveways and intersections is limited, there are decreased opportunities for pedestrian crossings, and residents have expressed concern over safety for pedestrians, bicyclists, and drivers.

To reduce vehicular speeds, increase pedestrian mobility, improve safety for all, and increase opportunities to comfortably access residential driveways and intersections, the temporary proposals asks you to consider if you would support or oppose the temporary installation of the following:

a) new painted high-visibility (piano keys) crosswalks; **b)** “Yield Here to Pedestrians” signs along Ince Boulevard, with supporting demarcation points for traffic to stop 30 feet away from the proposed marked crosswalks; **c)** on the side streets, pavement-painted “STOP” and stop bar, adjusted farther back to accommodate the painted crosswalks; and **d)** speed humps/speed cushions to slow down excessive speeding.

These proposed changes on Ince Boulevard, if supported, would be implemented only after the construction at The Culver Studios is completed, when the street is no longer needed for construction staging.

The following graphics illustrate the proposal considered under question 3, for Ince Boulevard.



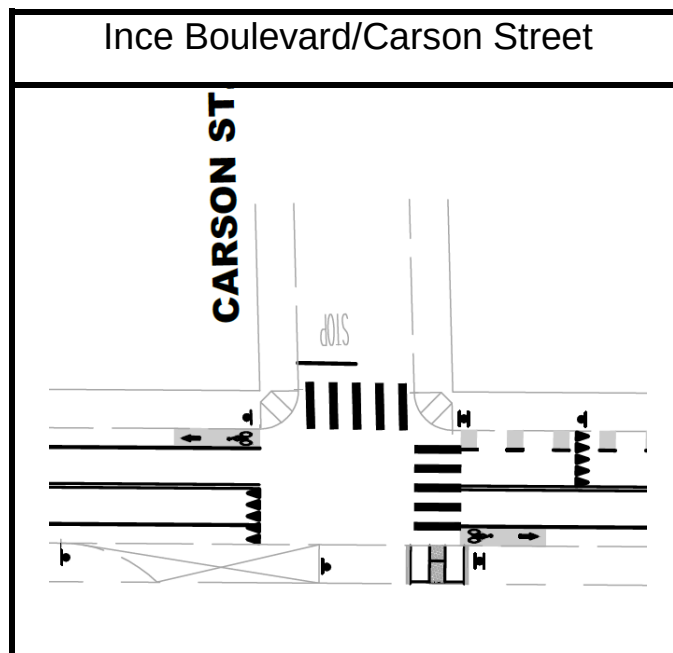
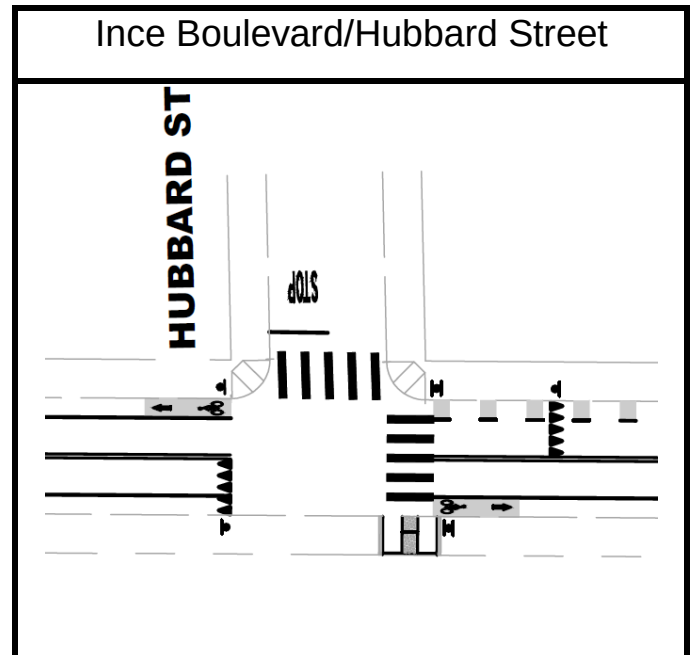
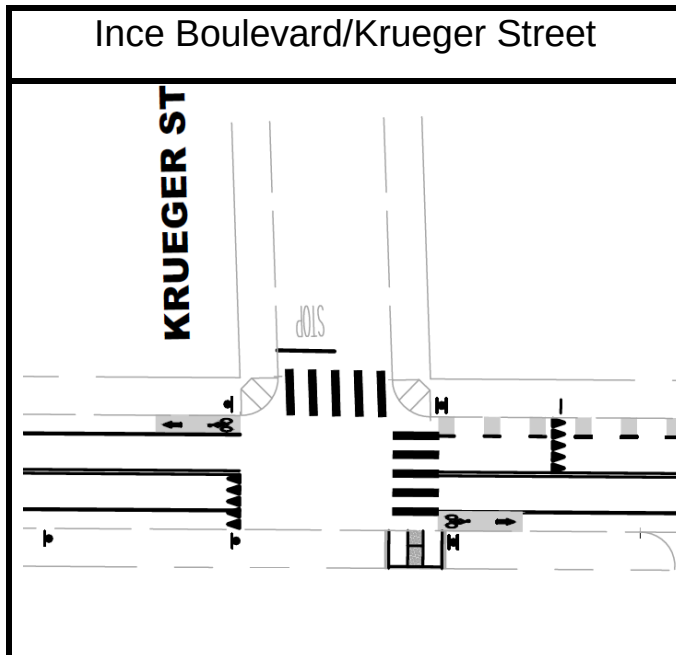
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REGARDING QUESTION 4 (INCE BOULEVARD)



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DESCRIPTION OF TEMPORARY PROPOSALS

Traffic data indicates that Ince Boulevard carries approximately 4,500 vehicles in a 24-hour period. The posted speed limit is 25 mph, and the speed of traffic ranges from legal speed up to the low 40's, with an 85th percentile speed (the speed at or below which 85 percent of all vehicles are observed to travel under free-flowing conditions), of 34 mph. As a result, there is congestion during the peak traffic periods, convenient and comfortable access to/from residential driveways and intersections is limited, there are decreased opportunities for pedestrian crossings, and residents have expressed concern over safety for pedestrians, bicyclists, and drivers.

To reduce vehicular speeds, increase multi-modal mobility, improve safety for all on Ince Boulevard, and provide a bicycle connection to/from downtown Culver City and the bike route on Lucene Avenue, the temporary proposals asks you to consider if you would support or oppose the temporary installation of the following:

a) the removal of all parking on the west side of Ince (typically occupied by studio vehicles), to accommodate the addition of painted bike lanes in each direction, between Lucerne and Lindblade.

These proposed changes on Ince Boulevard, if supported, would be implemented only after the construction at The Culver Studios is completed, when the street is no longer needed for construction staging.

In order to align the striping on Ince Boulevard to the proposed changes, the existing striping would be replaced.

The following graphics illustrate the proposal considered under question 4, for Ince Boulevard.



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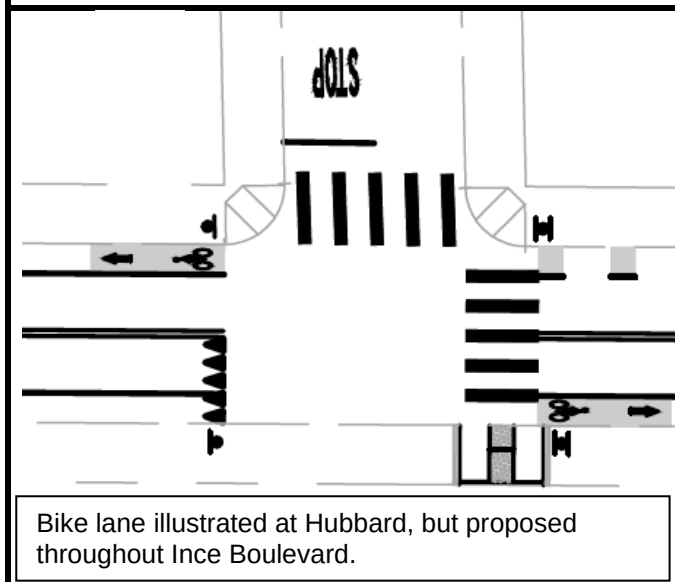
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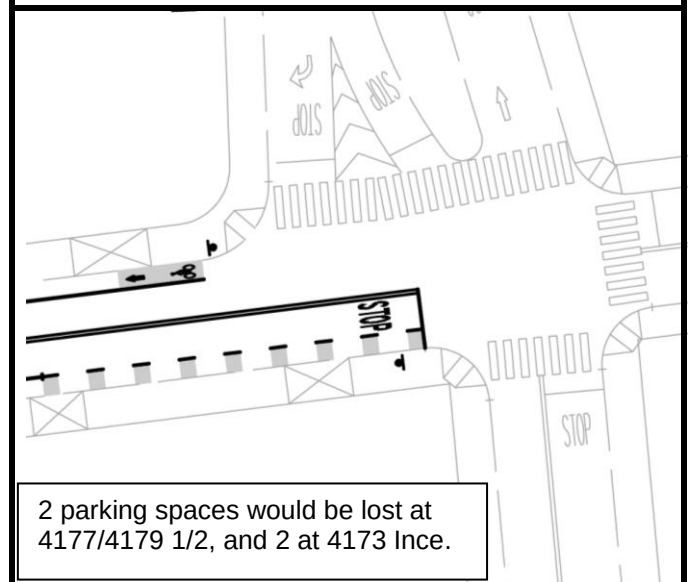
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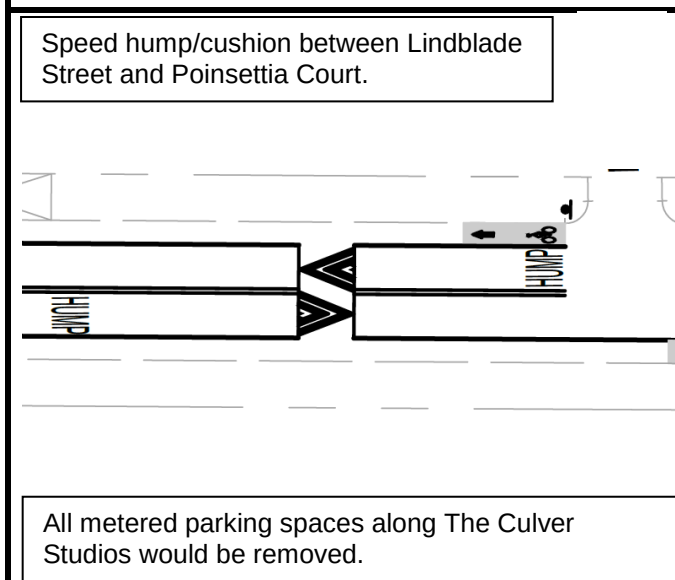
Ince Boulevard/Hubbard Street



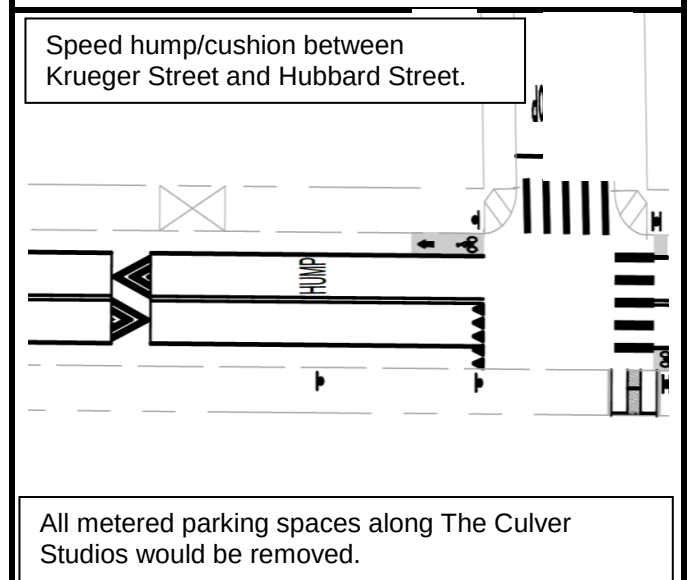
Ince Boulevard/Lucerne Avenue



Ince Boulevard



Ince Boulevard





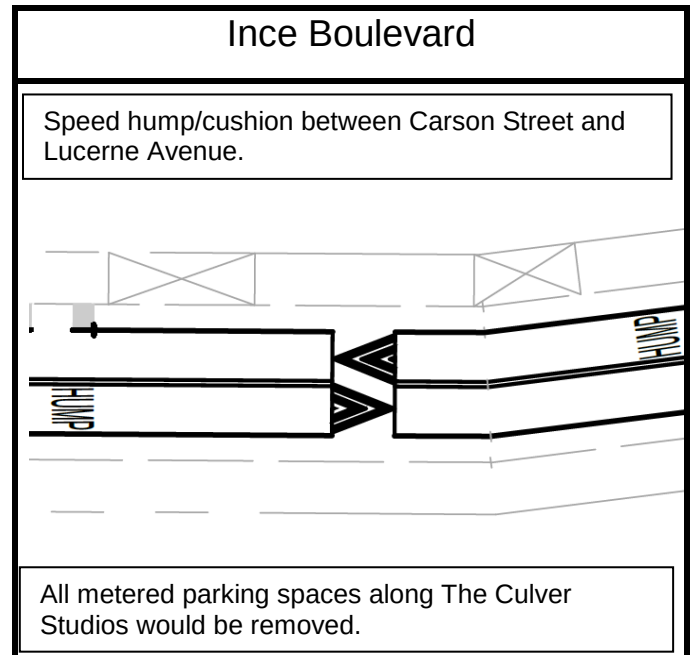
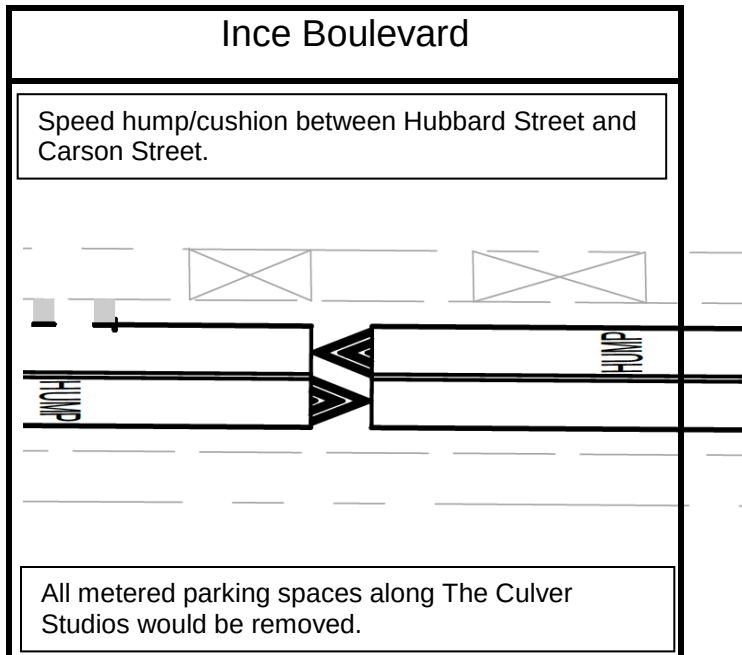
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END OF DESCRIPTION OF TEMPORARY PROPOSALS