



Culver Boulevard Realignment Project from Sepulveda Boulevard to Elenda Street











#### CULVER BOULEVARD WIDENING PROJECT HISTORY

- August 1980 Culver Boulevard Urban Design Plan was approved. Plan had twoway frontage roads on both sides of main Culver Boulevard; wide raised medians separating the roadways; but did not include a bike path or green belt.
- February 1996 Culver Boulevard Concept Design Plan was approved. This plan had a one-way east bound frontage road on the south side of main Culver Boulevard; a two-way frontage road on the north side of main Culver Boulevard; access to Culver Boulevard from Huron and Harter Avenues from the north
- Late 1996 Bike/Pedestrian landscape project on median completed.
- 1999-2004 Route 405 Freeway HOV widening project discussion.
- 2005 Federal Highway Bill approves \$2.2 million for Realignment of Culver Bl.
- 2004-2009 Route 405 Freeway HOV widening project is completed with new ramps on Culver Boulevard.
- 2009 Culver City submitted Competitive Call for Projects to METRO and was awarded \$2.3 million.

TOTAL PROJECT COST IS \$6.4 million

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# Purpose of this Meeting

- Present changes to the project concept based on community feedback from previous meetings
- Tentative project schedule and timeline
- Gather from the community additional input/comments on latest conceptual plan



# **Previous Community Meetings**

- Community meetings held on January 21, 2014 and May 20, 2014
- Community Input Included:
  - Move intersection enhancement from Center Street to Harter Avenue
  - Revisit the vehicular movement in and out of the proposed frontage road at major intersections
  - Concern as to cut through traffic on proposed frontage road traveling east bound



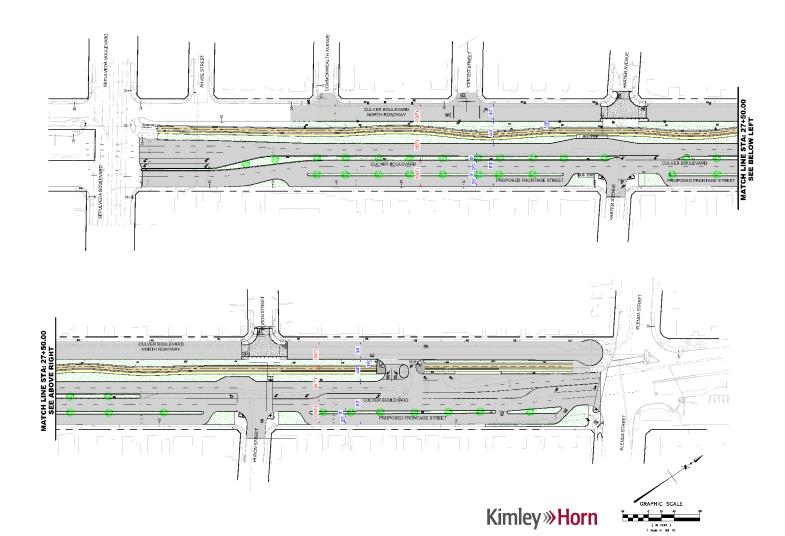
## **Previous Community Input**

- Add bus stops at Harter Avenue and move away from traffic lane
- Revise intersection concept at Huron and Harter Streets
- Revise crossing at north roadway/Little Culver median opening west of Elenda Street
- Concern about reduction or loss of mature trees and loss of berm will create increase in noise.



## **Previous Community Input**

- Proposed frontage road and raised median will move existing Culver Boulevard traffic 32' closer to northern residences. This will increase noise and dust and have negative impact to home values.
- Culver Boulevard Bicycle and Pedestrian Median Green Belt reduction in width from 60 feet to 44 feet
- Request to lower speed limit on little Culver from 35mph to 25mph.



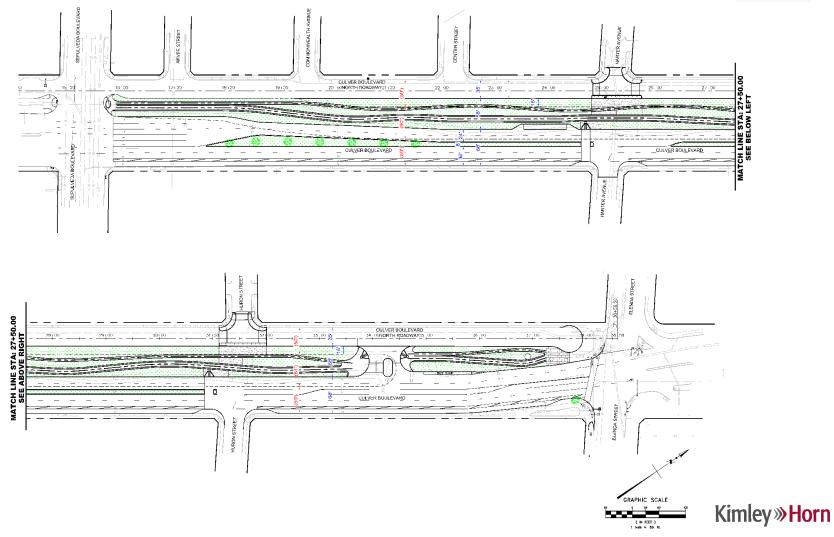


#### **CURRENT PROPOSAL**

- Eliminate one way parking frontage road south side of Culver Boulevard
- Create 5 foot striped buffer between travel lane and existing 8 foot wide parking lane.
- As a result of eliminating the frontage on the south side the #2 lane will be moved to the north by 18 feet. The width of Green Belt reduced 2-3 feet only.
- Harter Avenue LT from Culver (WB), LT from Harter (NB) onto Culver Blvd with new traffic signals.
- Bus stop at Harter Street removed from #2 through lane.
- Separate bicycle and pedestrian pathways.



#### CONCEPTUAL PLAN - CULVER BOULEVARD REALIGNMENT

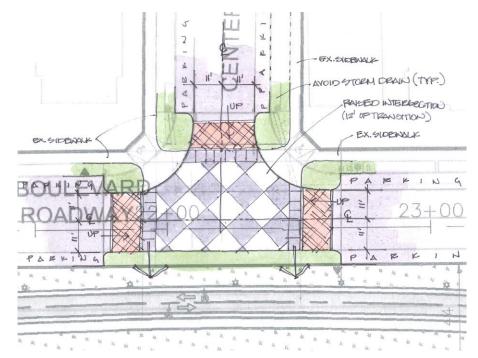


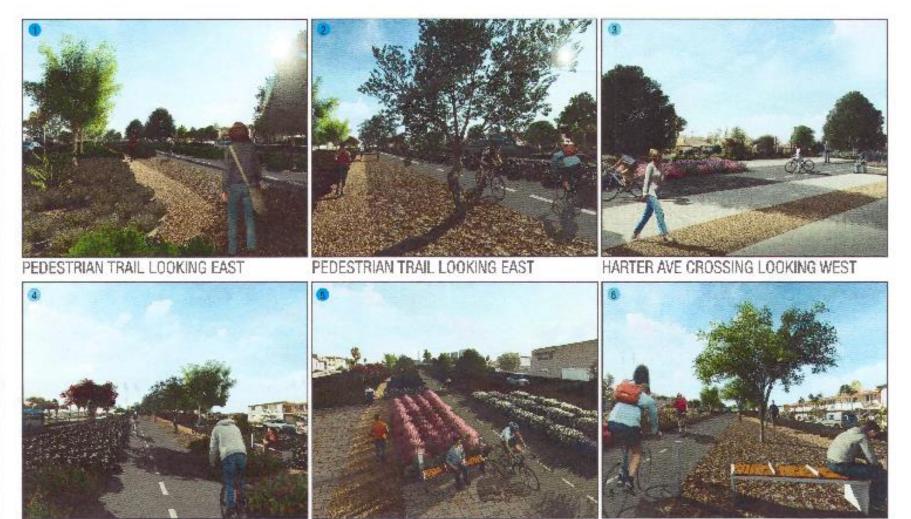
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## **Enhanced Intersections**

- Traffic Calming
- Defined Parking
- Texture and Color Opportunity
- Pedestrian Friendly



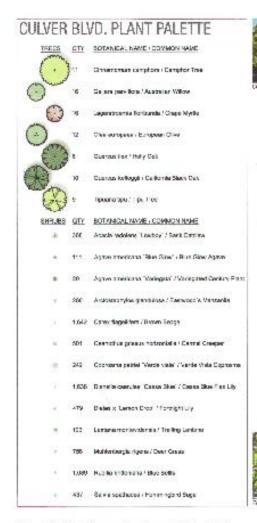


BIKE PATH LOOKING WEST Culver Bivd. Realignment Landscape Design Intent PEDESTRIAN TRAIL LOOKING EAST

EASTERN TRAILHEAD LOOKING WEST

Kimley & Horn

September 2017





#### Culver Blvd. Realignment Landscape Design Intent

Kimley »Horn

September 2017