OVERLAND AVENUE:
VENICE BOULEVARD TO WASHINGTON BOULEVARD
Option 1

EXISTING

PROPOSED (OPTION 1)

LEGEND
- Existing/Proposed Red Curb
- Existing No Stopping Any Time
- Existing On-Street Parking
- Proposed On-Street Parking
- Proposed Bike Lane
- Proposed Buffer
- Existing Signalized Intersection
- Existing Lane Width
- Proposed Lane Width

Install buffered bicycle lane opening to allow driveway access (typ.)

Narrow existing 2-way left-turn lane to 9 feet.

Restripe to proposed lane configuration to accommodate bicycle lane

Maintain 10 existing Parking Spots

City of LA

City of Culver City

VENICE BOULEVARD

WASHINGTON BOULEVARD

City Limits
OVERLAND AVENUE:
VENICE BOULEVARD TO WASHINGTON BOULEVARD
Option 2

**EXISTING**

**PROPOSED (OPTION 2)**

- **Remove 10 existing parking spots to accommodate bicycle lanes**
- **Install buffered bicycle lane opening to allow driveway access (typ.)**
- **Restripe to proposed lane configuration to accommodate bicycle lane**

**LEGEND**

- **Existing/Proposed Red Curb**
- **Existing No Stopping Any Time**
- **Existing On-Street Parking**
- **Proposed On-Street Parking**
- **Proposed Bike Lane**
- **Proposed Buffer**
- **City Limits**
- **Existing Signalized Intersection**
- **Existing Lane Width**
- **Proposed Lane Width**
OVERLAND AVENUE:
VENICE BOULEVARD TO WASHINGTON BOULEVARD
Option 3

EXISTING

PROPOSED (OPTION 3)

LEGEND
- Existing/Proposed Red Curb
- Existing No Stopping Any Time
- Existing On-Street Parking
- Proposed On-Street Parking
- Proposed Bike Lane
- Proposed Buffer
- City Limits
- Existing Signalized Intersection
- Existing Lane Width
- Proposed Lane Width

Install buffered bicycle lane opening to allow driveway access (typ.)

Restripe to proposed lane configuration to accommodate bicycle lane

Narrow existing 2-way left-turn lane to 9 feet.

Relocate 10 existing parking spots

10 Parking Spots

City of Culver City

City of LA

VENICE BOULEVARD

WASHINGTON BOULEVARD

SHEET 3 OF 12
OVERLAND AVENUE:
WASHINGTON BOULEVARD TO CULVER BOULEVARD
Option 1

- **EXISTING**
  - 4 Parking Spots
  - 2 Parking Spots

- **PROPOSED (OPTION 1)**
  - Maintain 4 Parking Spots
  - Maintain 13 Parking Spots

**LEGEND**
- Existing/Proposed Red Curb
- Proposed Bike Lane
- Proposed On-Street Parking
- Existing Lane Width
- Proposed Lane Width
- Existing No Stopping Any Time
- Proposed Buffer

**Key Points**
- Install buffered bicycle lane opening to allow driveway access (typ.)
- Insufficient lane width for bike lane
- Restripe to proposed lane configuration to accommodate bicycle lane

**Detailed Measurements**

Restripe to proposed lane configuration to accommodate bicycle lane

Insufficient lane width for bike lane

Maintain 13 Parking Spots

Existing signalized intersection

- OREGON AVENUE
- PALM COURTWAY
- CULVER BOULEVARD

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SHEET 4 OF 12
OVERLAND AVENUE:
WASHINGTON BOULEVARD TO CULVER BOULEVARD
Option 3

**EXISTING**
- 4 Parking Spots
- 2 Parking Spots

**PROPOSED (OPTION 3)**
- Remove 4 existing parking spots to accommodate bicycle lanes
- Remove 2 existing parking spots to accommodate bicycle lanes
- Relocate 13 existing parking spots
- Restripe to proposed lane configuration to accommodate bicycle lane
- Install buffered bicycle lane opening to allow driveway access (typ.)

**LEGEND**
- Existing/Proposed Red Curb
- Existing No Stopping Any Time
- Existing On-Street Parking
- Proposed On-Street Parking
- Proposed Bike Lane
- Proposed Buffer
- Existing Lane Width
- Proposed Lane Width
- Existing Signalized Intersection

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OVERLAND AVENUE:
BALLONA CREEK BIKE PATH TO JEFFERSON BOULEVARD
Option 1

EXISTING

PROPOSED (OPTION 1)

LEGEND

- Existing/Proposed Red Curb
- Existing No Stopping Any Time
- Existing On-Street Parking
- Proposed On-Street Parking
- Proposed Bike Lane
- Proposed Buffer
- # Existing Lane Width
- # Proposed Lane Width
- Existing Signalized Intersection

NOT TO SCALE
OVERLAND AVENUE:
JEFFERSON BOULEVARD TO FRESHMAN DRIVE
Option 1

- **EXISTING**:
  - Restripe to proposed lane configuration to accommodate buffered bicycle lane
  - Install Class IV bikeway opening to allow driveway access (typ.)

- **PROPOSED (OPTION 1)**:
  - Restripe to proposed lane configuration to accommodate Class IV bikeway
  - Remove 4 existing parking spots to accommodate bicycle lanes

**LEGEND**:
- Existing/Proposed Red Curb
- Existing No Stopping Any Time
- Existing On-Street Parking
- Proposed On-Street Parking
- Proposed Bike Lane
- Proposed Buffer
- Existing Lane Width
- Proposed Lane Width
- Existing Signalized Intersection

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OVERLAND AVENUE:
FRESHMAN DRIVE TO RANCH ROAD
Option 1

**EXISTING**

- 8 Parking Spots
- 4 Parking Spots

**PROPOSED (OPTION 1)**

- Remove 8 existing parking spots to accommodate Class IV bikeway
- Install Class IV bikeway openings to allow driveway access (typ.)
- Restripe to proposed lane configuration to accommodate buffered bicycle lane

**OVERLAND AVENUE**

- Remove 6 existing parking spots to accommodate Class IV bikeway
- Remove 5 existing parking spots to accommodate Class IV bikeway
- Remove 4 existing parking spots to accommodate Class IV bikeway
- Remove 3 existing parking spots to accommodate Class IV bikeway

**LEGEND**

- Existing/Proposed Red Curb
- Existing No Stopping Any Time
- Existing On-Street Parking
- Proposed On-Street Parking
- Proposed Bike Lane
- Proposed Buffer
- Existing Lane Width
- Proposed Lane Width
- Existing Signalized Intersection

**MILEAGE**

- NORTHGATE STREET
- GALVIN STREET
- FLAXTON STREET
- WHITBURN STREET

**SPACINGS**

- 10’
- 12’
- 11’
- 15’
- 18’
OVERLAND AVENUE:
RANCH ROAD TO SOUTH DRIVE
Option 1

EXISTING
26 Parking Spots
5 Parking Spots
4 Parking Spots

PROPOSED (OPTION 1)
Remove 26 existing parking spots to accommodate Class IV bikeway
Remove 4 existing parking spots to accommodate Class IV bikeway
Remove 5 existing parking spots to accommodate Class IV bikeway

LEGEND
Existing/Proposed Red Curb
Proposed Bike Lane
Existing Lane Width
Proposed Lane Width
Existing No Stopping Any Time
Proposed Buffer
Existing On-Street Parking
Proposed On-Street Parking
Existing Signalized Intersection

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PLAYA STREET:
SOUTH DRIVE TO HANNUM AVENUE
Option 1

**EXISTING**

- 10 Parking Spots
- 29 Parking Spots

**PROPOSED (OPTION 1)**

- Remove 10 existing parking spots to accommodate Class IV bikeway
- Relocate 29 existing parking spots
- Narrow existing two-way-left-turn lane to 10'
- Install Class IV bikeway opening to allow driveway access (typ.)
- Restripe to proposed lane configuration to accommodate Class IV bikeway

**LEGEND**

- Existing/Proposed Red Curb
- Existing No Stopping Any Time
- Existing On-Street Parking
- Proposed On-Street Parking
- Proposed Bike Lane
- Proposed Buffer
- Existing Lane Width
- Proposed Lane Width
- Existing Signalized Intersection

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HANNUM AVENUE: PLAYA STREET TO CULVER CITY TRANSIT CENTER EAST ACCESS POINT

Option 1

**EXISTING**

- Remove existing 4' raised median
- Restripe to proposed lane configuration to accommodate Class IV bikeway

**PROPOSED**

- Remove existing 4' raised median
- Restripe to proposed lane configuration to accommodate Class IV bikeway
- Proposed shared use path, no changes to existing lane widths are needed

**LEGEND**

- Existing/Proposed Red Curb
- Proposed Bike Lane
- Proposed Buffer
- Existing On-Street Parking
- Proposed On-Street Parking
- Existing Lane Width
- Proposed Lane Width
- Existing Signalized Intersection