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 two-way 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.
- 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
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.
Enhanced Intersections

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