



Sunkist Park Virtual Open House

Mar 2026 | Culver City Transportation Department





01

Project Overview



Sepulveda Boulevard

- **Critical transit corridor** serving UCLA, LAX/Metro Transit Center, connects 3 Metro Rail lines (soon 4)
- Line 6/Rapid 6 are the **busiest routes on the system** serving +5,800 weekday riders; 55% of system ridership
- **Poor on-time performance** due to buses stuck in traffic (over 20% of trips run late)
- **Key corridor for Olympics:** connects LAX with hotels, homes, Metro Rail and the Olympic Village
 - Relief/backup route for the Games Route Network on the 405





Sepulveda Boulevard (cont.)

- **Regionally significant** portion of the SR 1 Corridor, providing vehicle connections to freeways (I-405 & SR 90) and major regional destinations (LAX, UCLA, etc.)
 - Managing travel growth requires multimodal solutions
- **Locally significant** corridor serving residential neighborhoods, Culver City schools and community amenities (YMCA, Temple Akiba, local restaurants and retail)
- **High collision corridor** with 525 crashes between – Feb 2019-Feb 2025
- **Corridor conditions vary widely** along the corridor in terms of land use types and scale, adjacency to the I-405, parking needs, pedestrian infrastructure quality, auto-orientation and roadway width, and more.





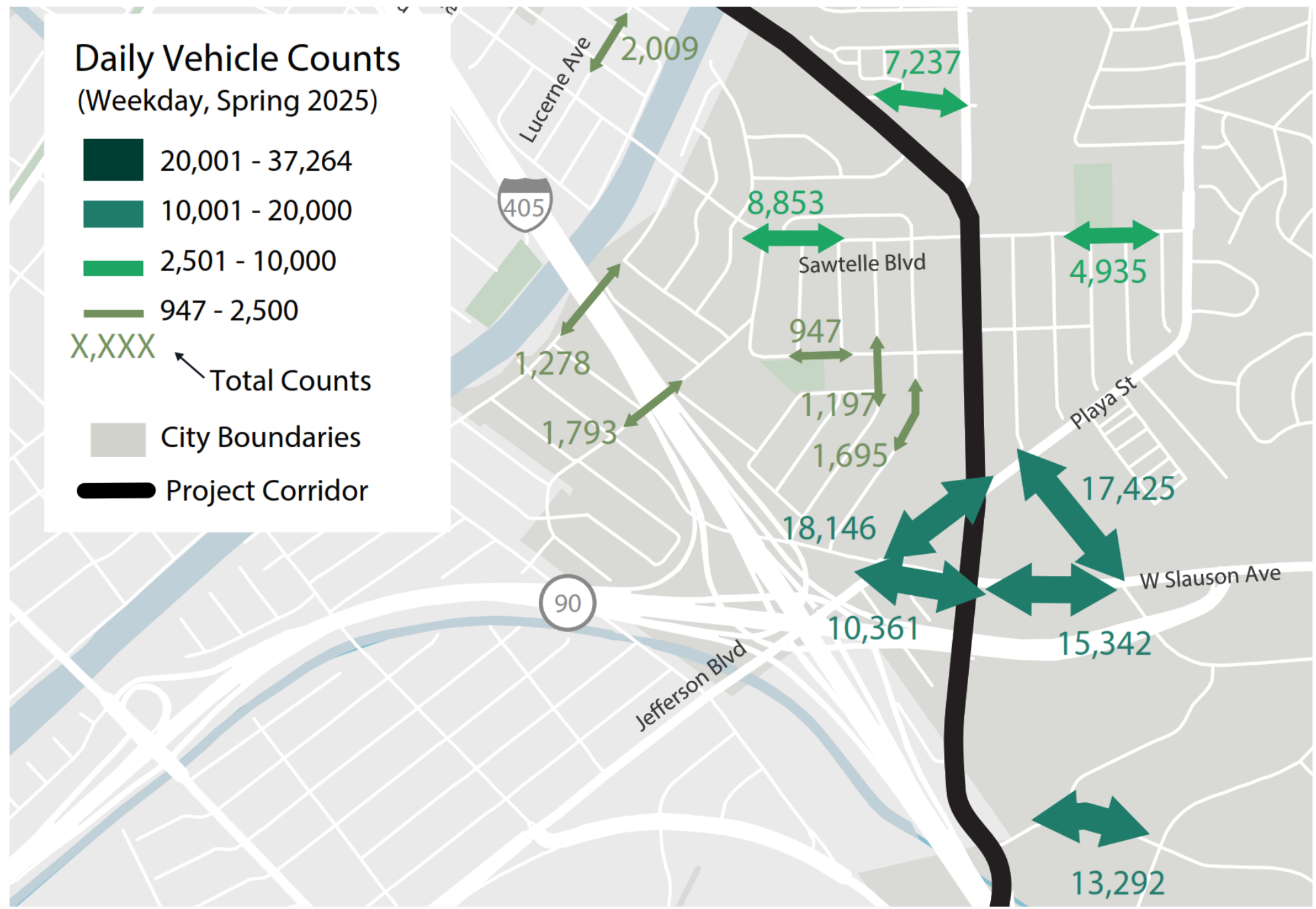
02

Recap of First Open House



Daily Vehicle Counts (Weekday, Spring 2025)

- 20,001 - 37,264
- 10,001 - 20,000
- 2,501 - 10,000
- 947 - 2,500
- X,XXX ← Total Counts
- City Boundaries
- Project Corridor



Feedback from the community

- At the Feb 2026 Sunkist Park Neighborhood Open House, community members identified cut-through traffic and other challenges on a map
- Segrell Way has the highest number of cut-through traffic concerns
- Five open-ended comments requested pedestrian safety improvements at Sepulveda Blvd & Sawtelle Blvd





Feedback from the community

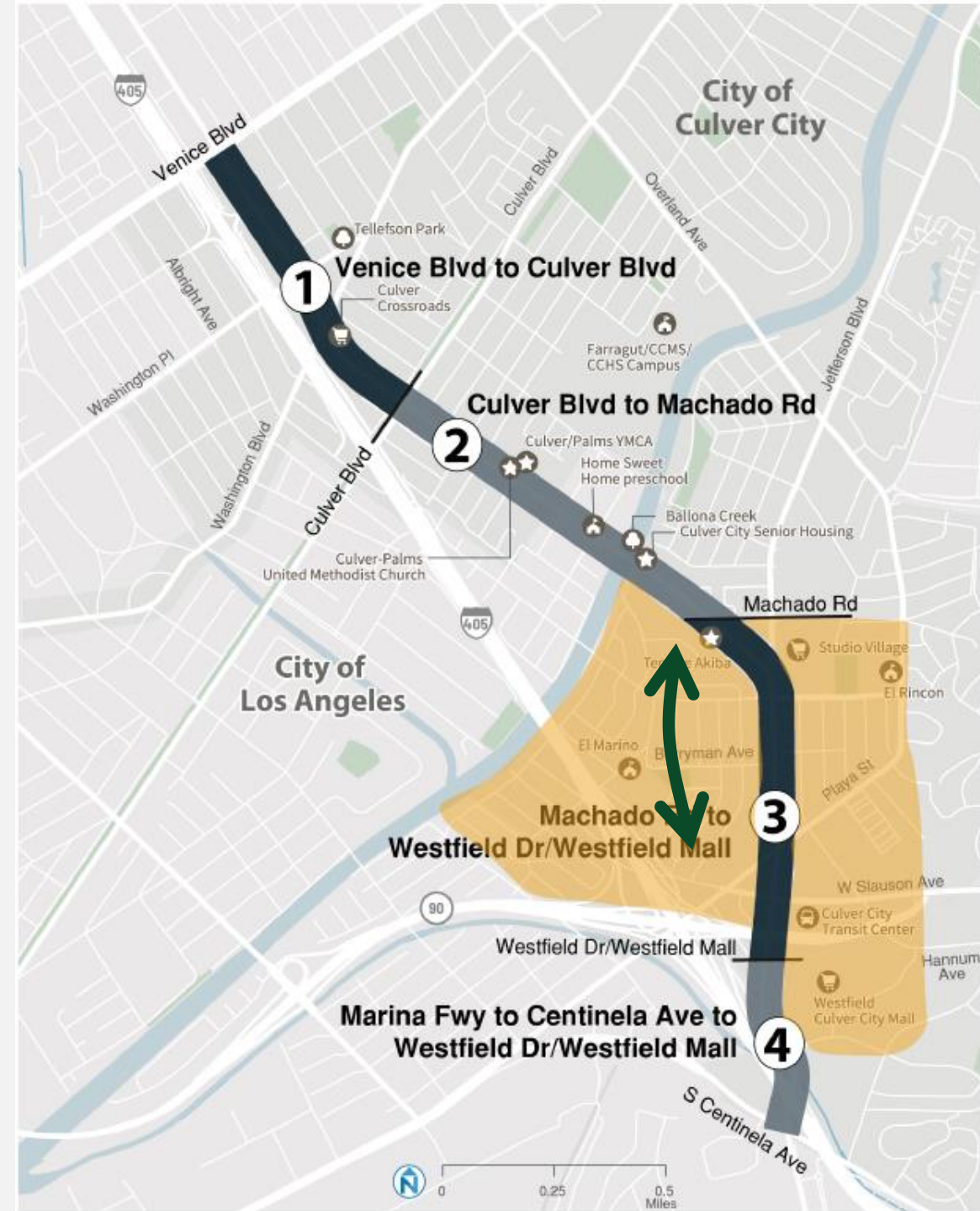
- Received 36 comments about eight suggested traffic calming measures
- Community members felt most positively about modal filters, followed by chicanes and medians
- Felt most negatively about speed humps, followed by modal filters

Traffic Calming Measures	Positive Sentiment	Neutral Sentiment	Negative Sentiment
Curb extensions	2	2	1
Chicanes and medians	3	4	0
Speed humps	2	3	3
Roundabouts	1	2	0
Circulation changes	2	1	0
Modal filters	4	4	2
Turn restrictions	0	0	0
One-way streets	0	0	0

Traffic calming on neighboring streets

- **No cut-through traffic expected near Segments 1 and 2.**
- Traffic calming on neighboring streets near Segments 3 & 4 are being considered to mitigate potential traffic increases due to travel time delay.
- Traffic modeling suggested cut-through traffic would increase on Segrell under all three alternatives if no mitigation measures implemented
- No significant increase in cut-through traffic on any other streets

	Alt 1	Alt 2	Alt 3
Segment 1	0s	0s	0s
Segment 2	0s	0s	0s
Segment 3	12s – 24 s	12s – 24s	12s – 5.3min
Segment 4	0s	0s	6s – 2.4min





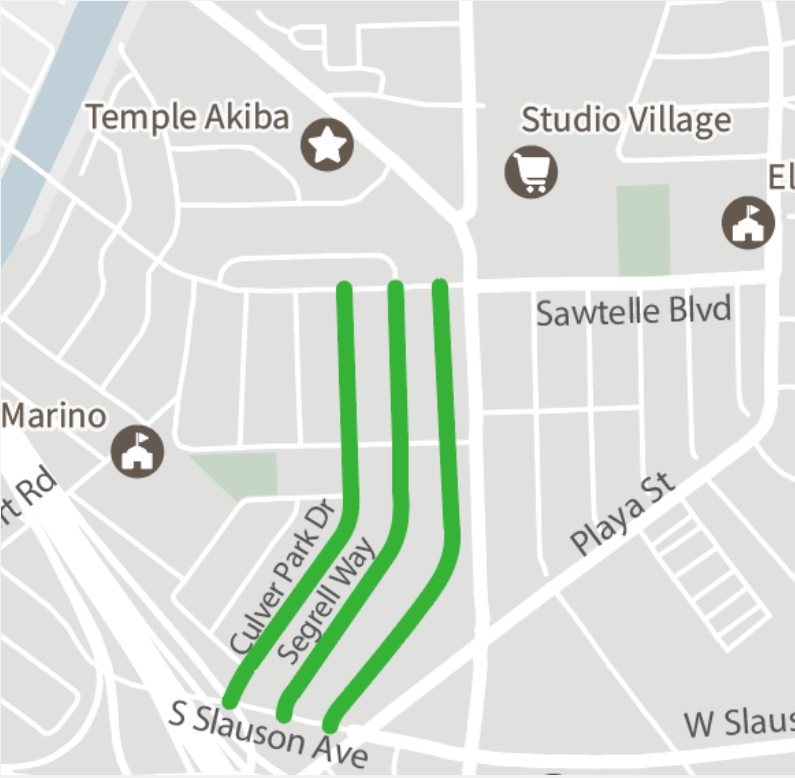
03

Proposed Traffic calming Concepts

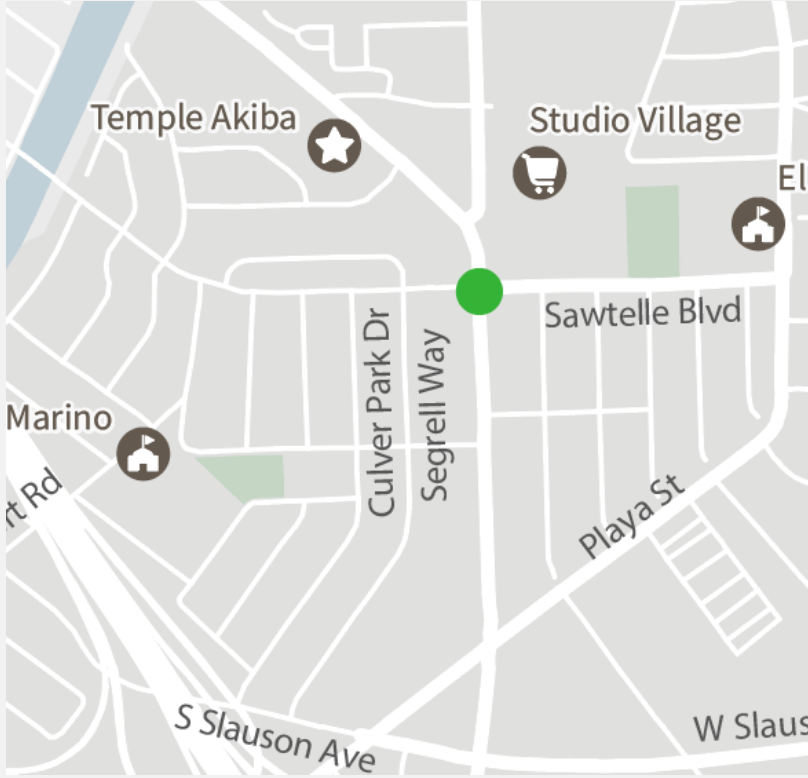


Recommended Improvements

Traffic diverters



Crossing Enhancements

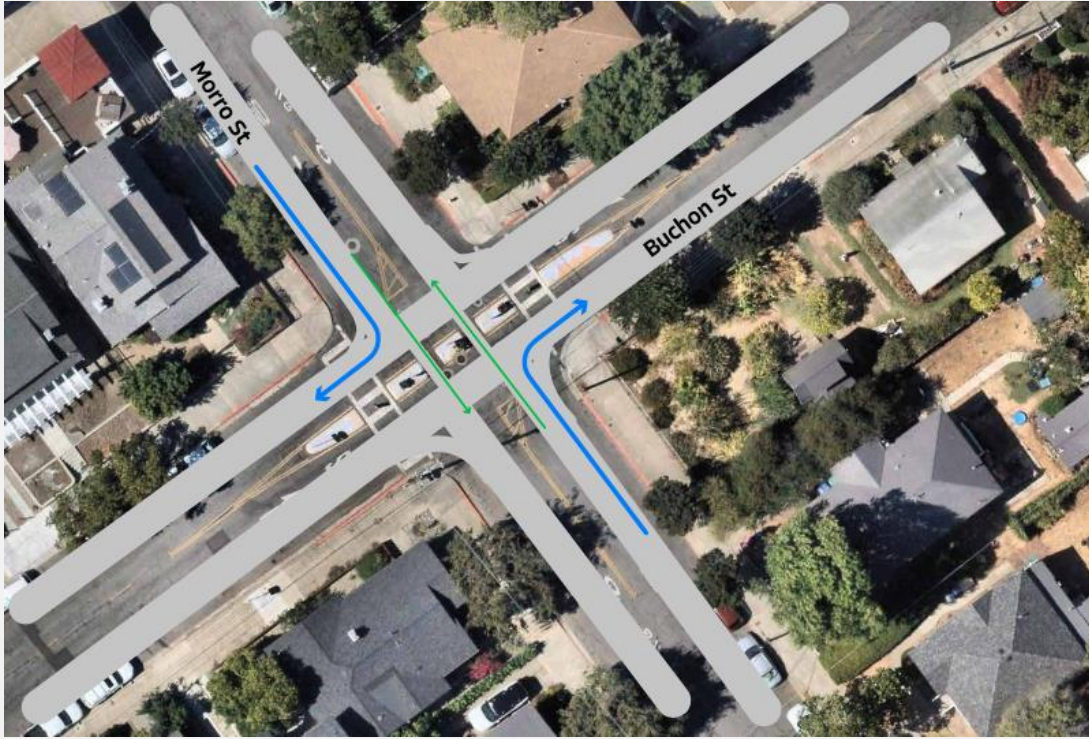
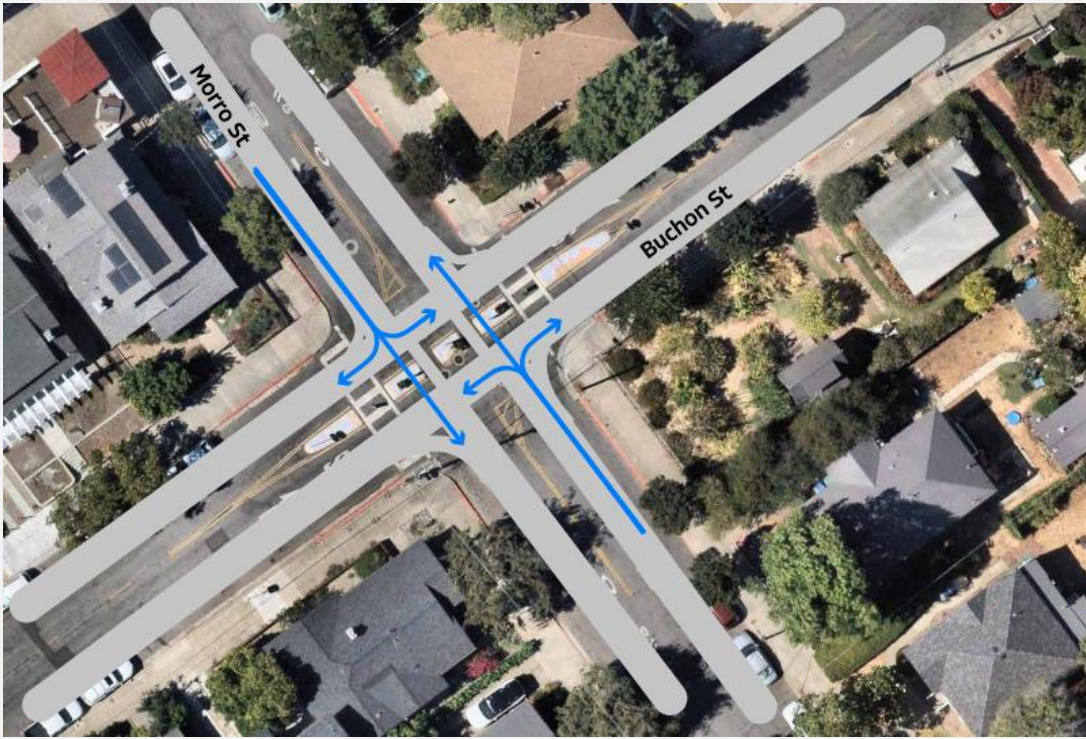




Diverters

Before

After



Cars can move in any direction at the intersection.

Car traffic must turn right at the intersection instead of continuing straight. Only bikes and pedestrians can travel straight through the intersection.



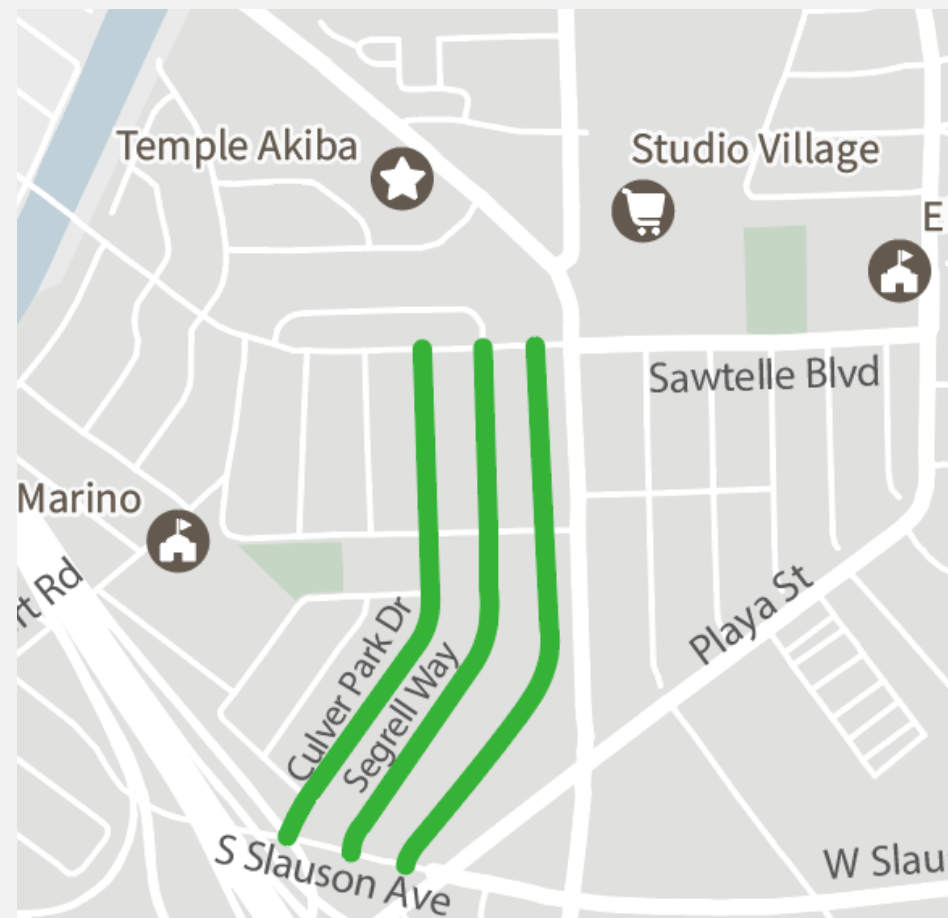
Diverter - Example





Diverters – Proposed Locations

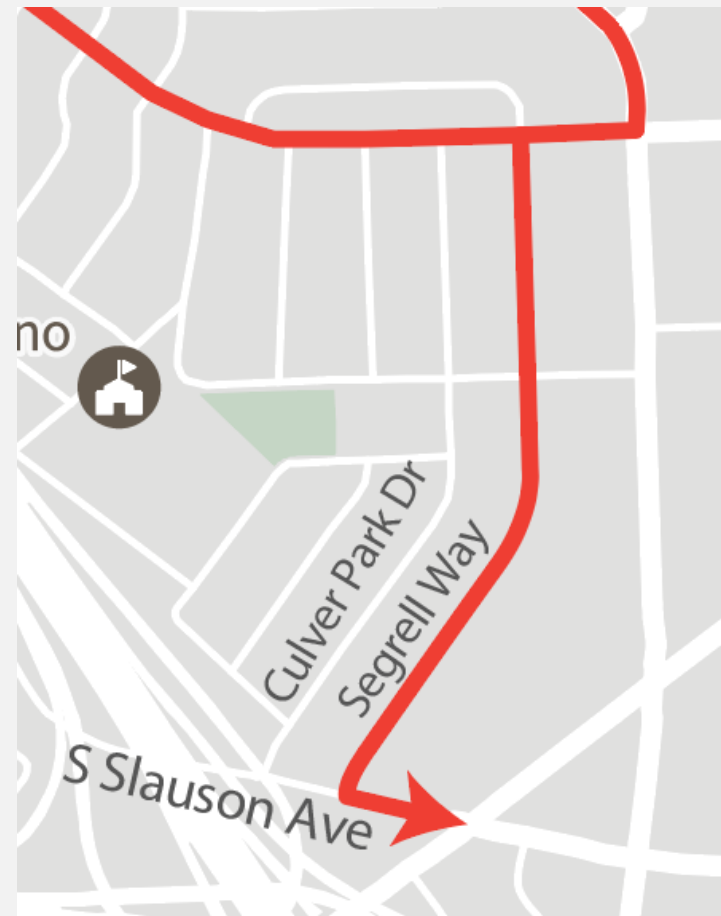
- Segrell Way at Berryman
 - Segrell currently has the most cut-through traffic in the neighborhood
 - It is projected to increase if Sepulveda Connects is implemented
- Culver Park Dr
 - If Segrell is unavailable, drivers will use Culver Park to cut through instead
 - Addressing traffic on one street requires changes to both
- Segrell/Sepulveda Alley
 - Also used as a cut-through route





Diverters – Proposed Locations

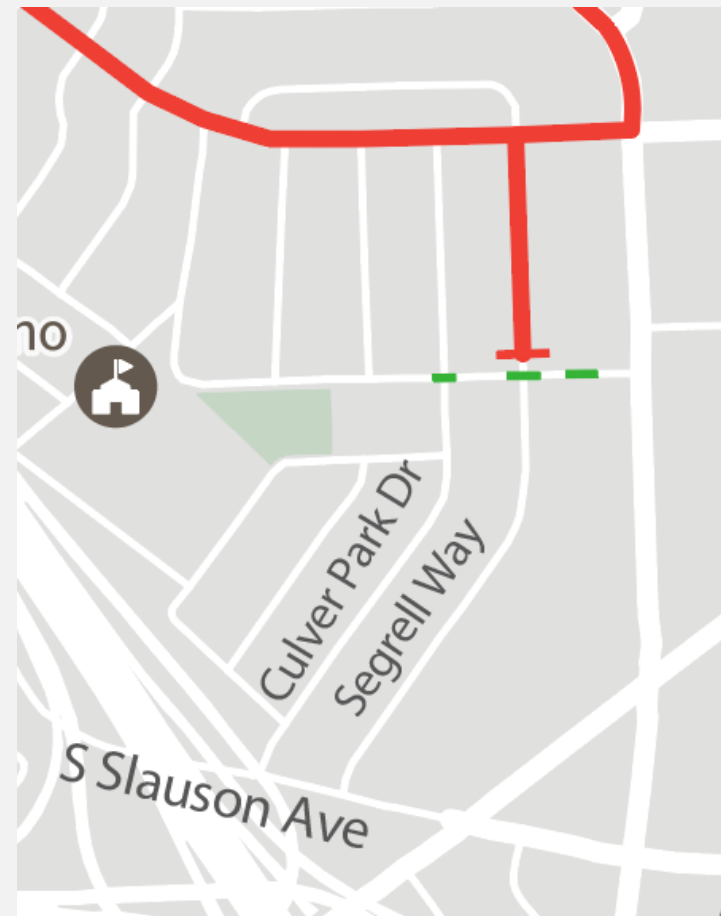
- Restricts through traffic
- Only right turns allowed at:
 - Culver Park/Berryman
 - Segrell/Berryman
 - Alley/Berryman





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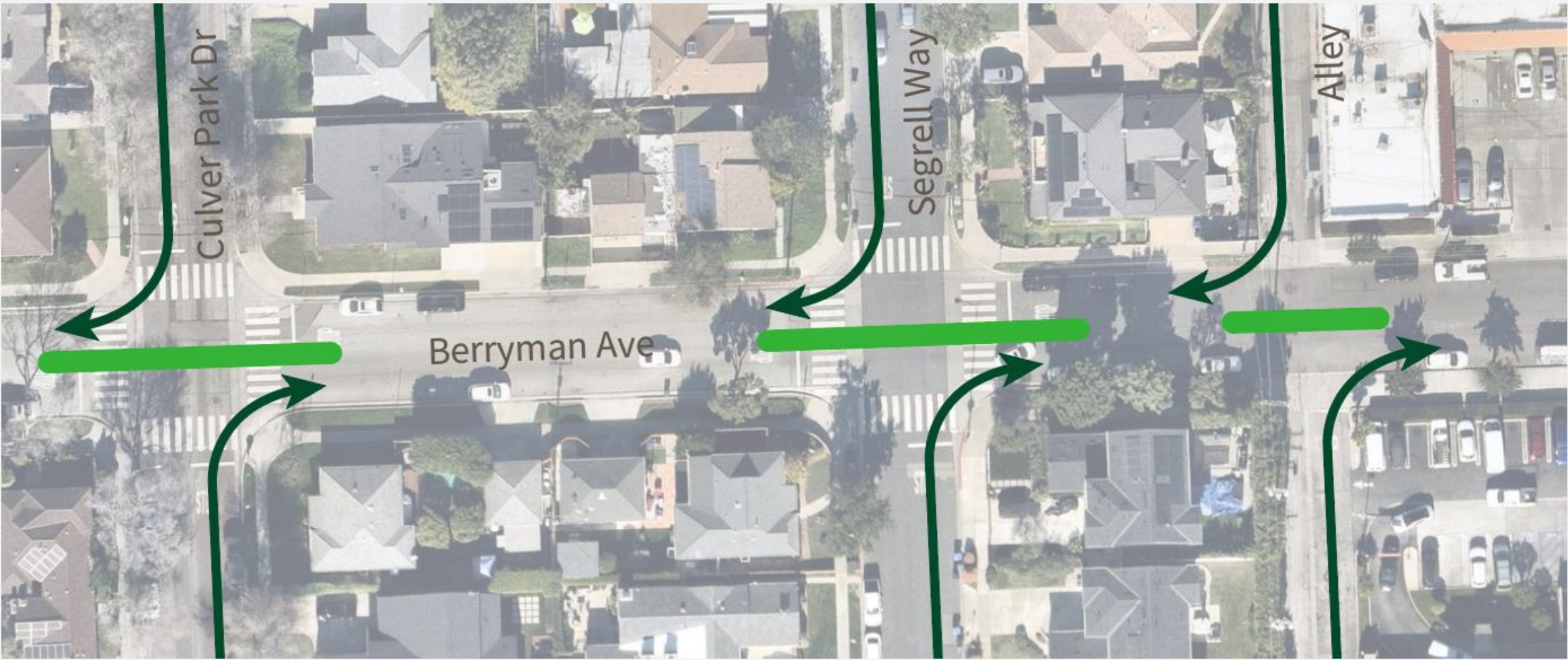
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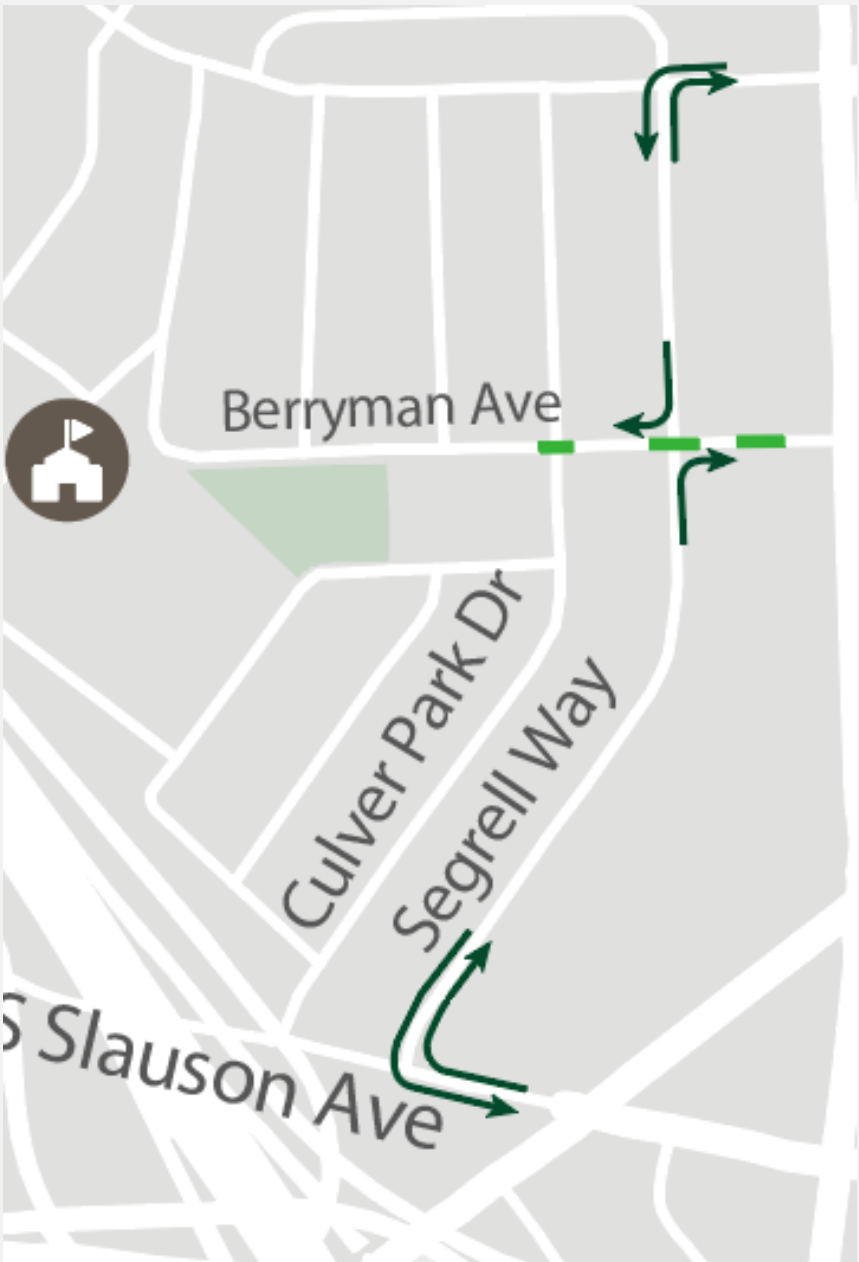
Diverters - Rendering





Diverters – Tradeoffs

- Residents **north** of Berryman:
 - Cannot turn left onto Berryman towards Sepulveda
 - Cannot turn left onto your street coming from the West (from El Marino)
- Residents **south** of Berryman
 - Cannot turn left onto Berryman towards El Marino
 - Cannot turn left onto your street coming from the East (from Sepulveda)
- May require removing 1-2 parking spaces per diverter on Berryman





Crossing Enhancements Sepulveda/Sawtelle

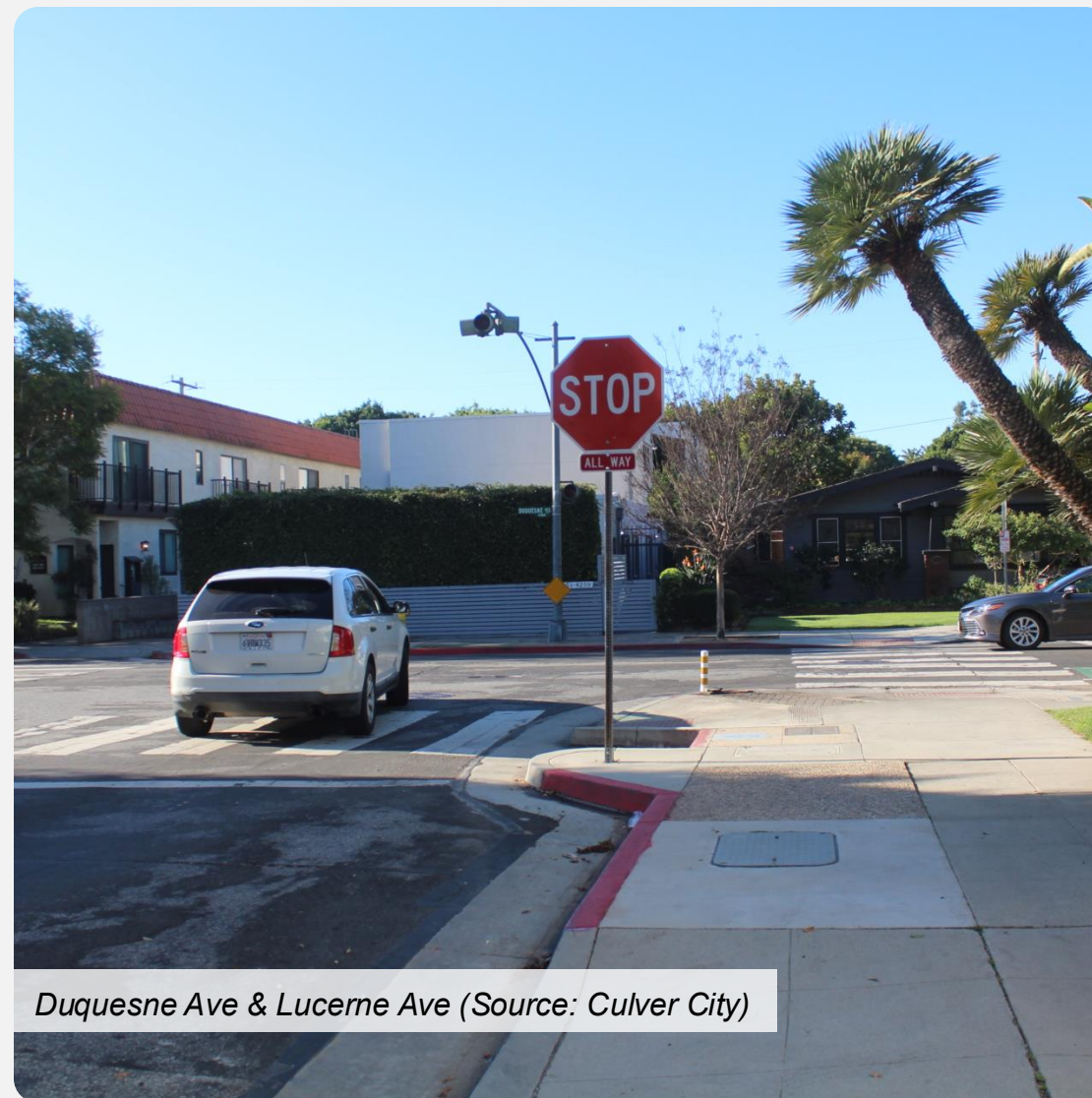
Curb Extensions

Curb extensions narrow roadways by extending the sidewalk at corners into the intersection, improving sight lines for both drivers and pedestrians as well as shortening crossing distances

Crosswalk visibility enhancements like curb extensions can reduce crashes by

23-48%

Source: [FHWA](#)





Crossing Enhancements Sepulveda/Sawtelle

No Right Turn blank-out signs

- Prevents cars from turning across the path of pedestrians while crossing the street
- Signs light up during pedestrian phase as a strong visual cue to drivers



Thank You