



Sepulveda Connects Project Update

Mobility Subcommittee

March 31, 2026



Agenda

- 01 Project Background
- 02 Existing Conditions
- 03 Design Concepts
- 04 Sunkist Park Discussion
- 05 Bike Network Discussion
- 06 Public Outreach Summary



01 Project Background



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.)

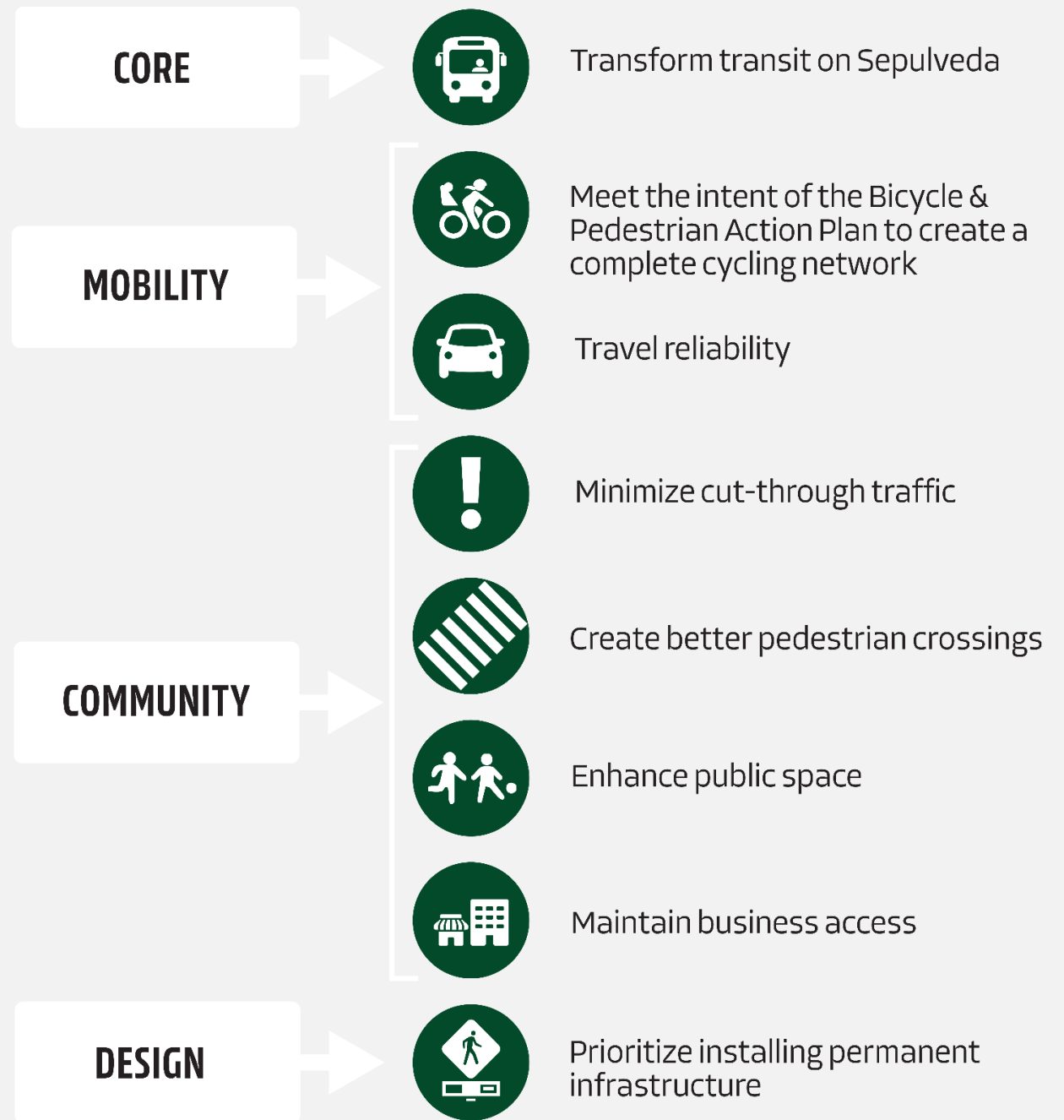
- **Regionally significant** portion of the SR 1 Corridor, providing vehicle connections to freeways (I-405 & SR 90) and major regional destinations (LAX, UCLA, etc.)
 - Managing travel growth requires multimodal solutions
- **Locally significant** corridor serving residential neighborhoods, Culver City 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.



Guiding Principles

Incorporate goals and policies from the General Plan, including:

- Sustainability
- Safety
- Complete Streets
- Transit and Mobility Services
- Equitable Access





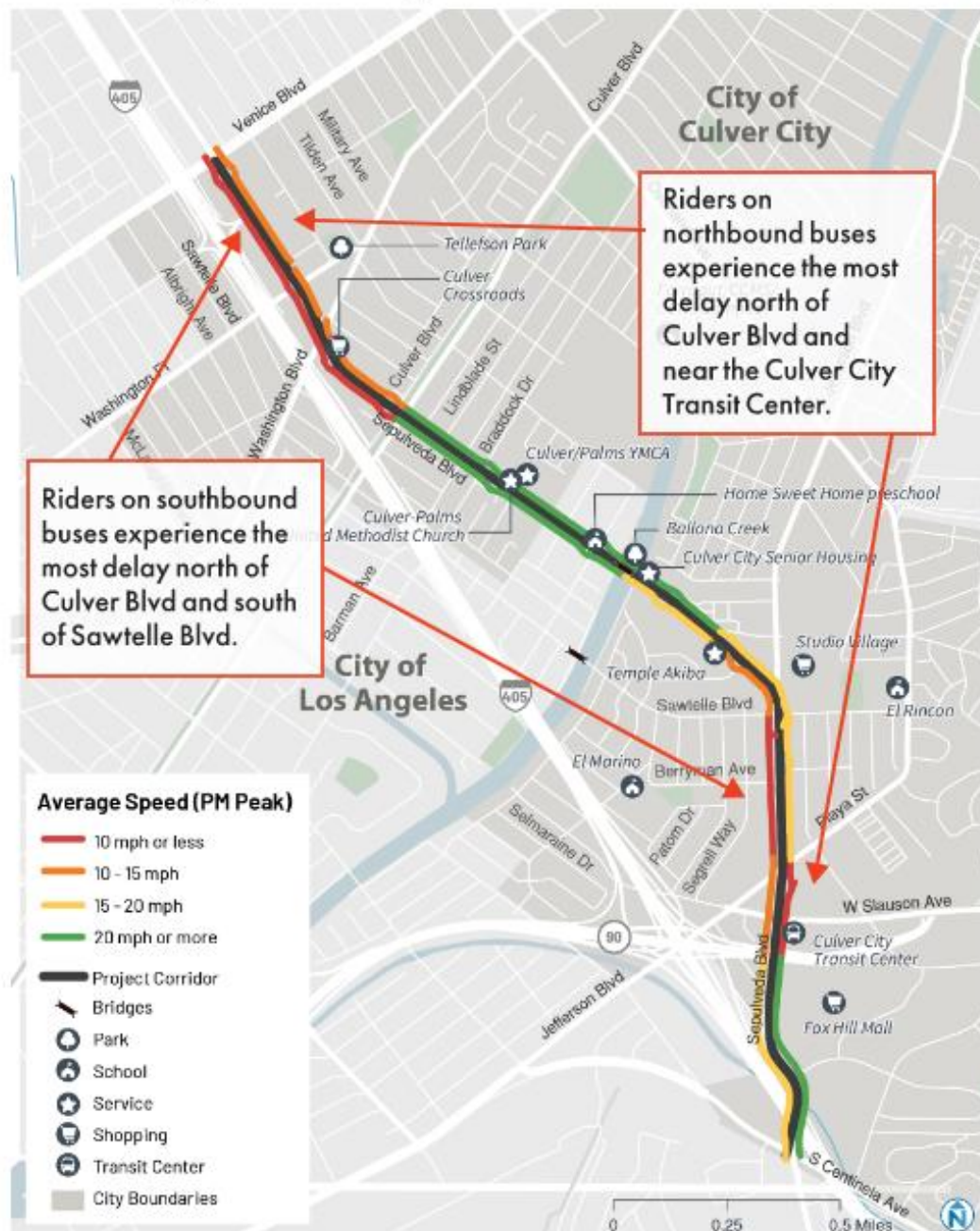
Existing Conditions



Bus Speeds

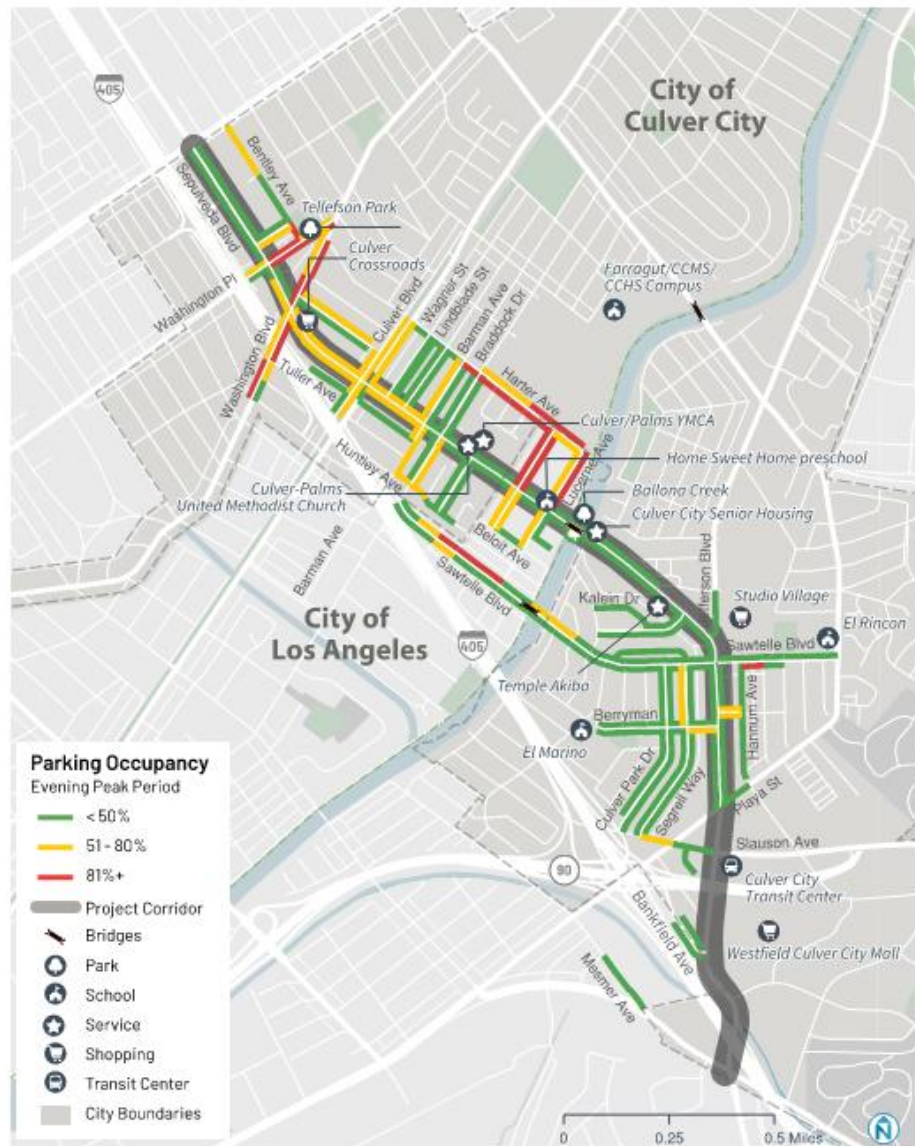
- Delay varies significantly between sections of the corridor
- North and south experience the most delay; middle segment has high existing speeds

Average Bus Speeds



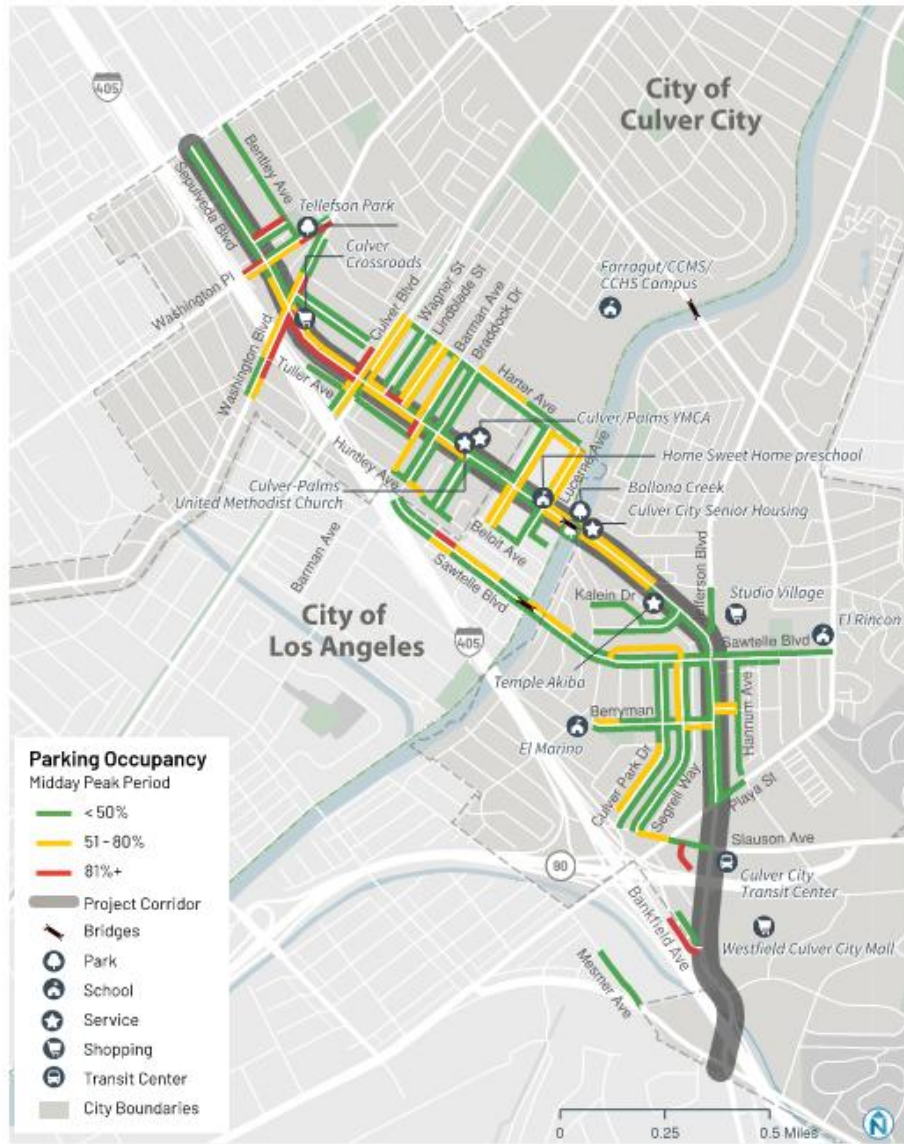
Evening Peak Period

Parking spots are generally available on most parts of Sepulveda in the afternoon; occupancy is high in the area around Washington Place and Barman Ave.



Midday Peak Period

Parking spots are generally available on most parts of Sepulveda midday; occupancy is high in the area around Washington Place and Barman Ave.



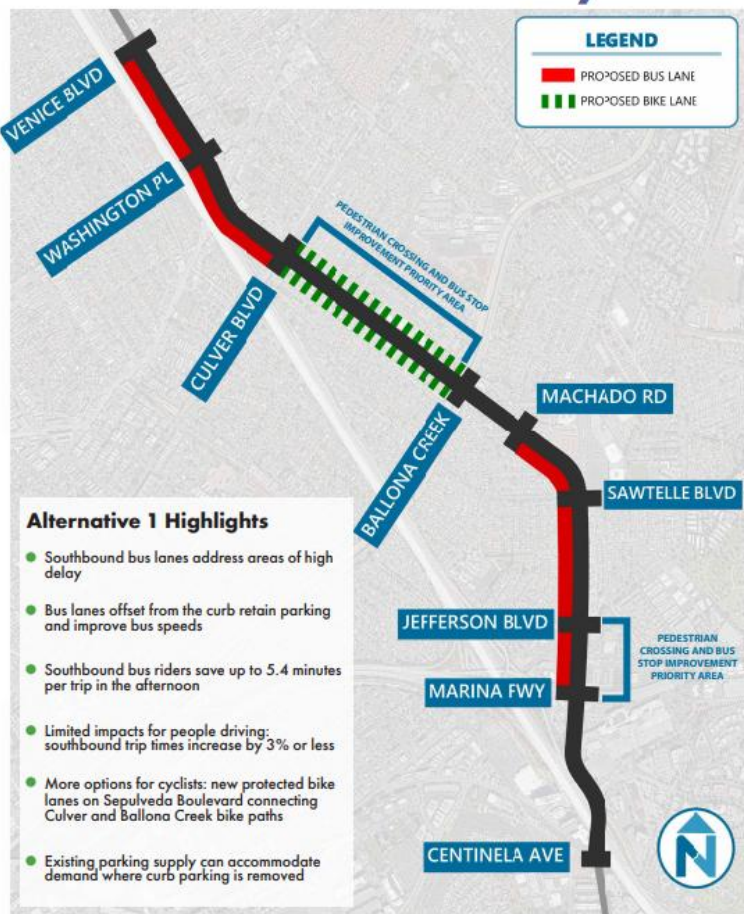


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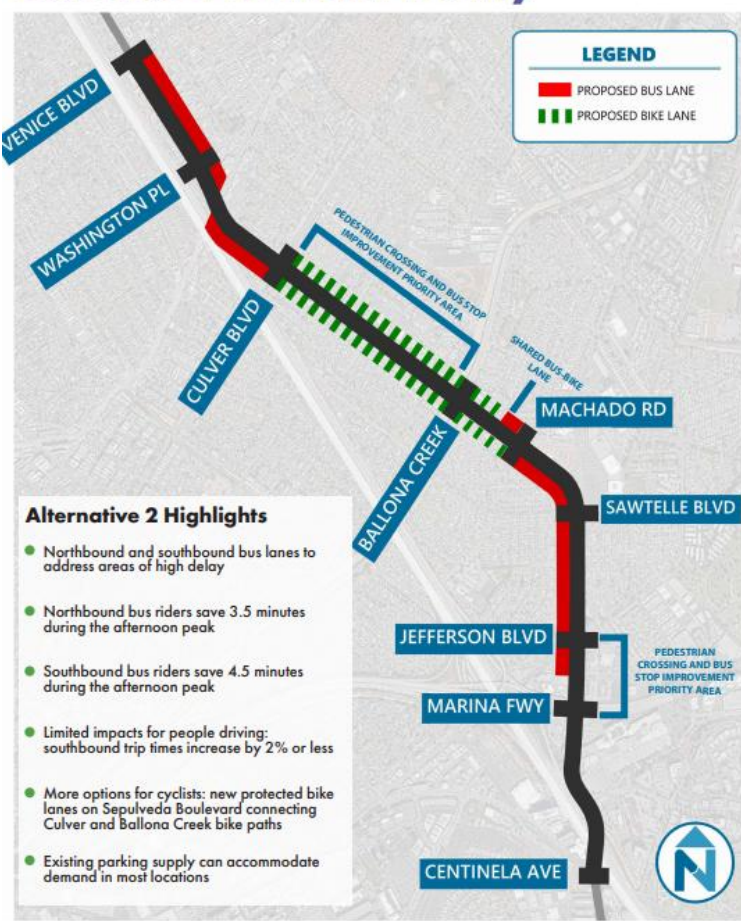
Design Alternatives



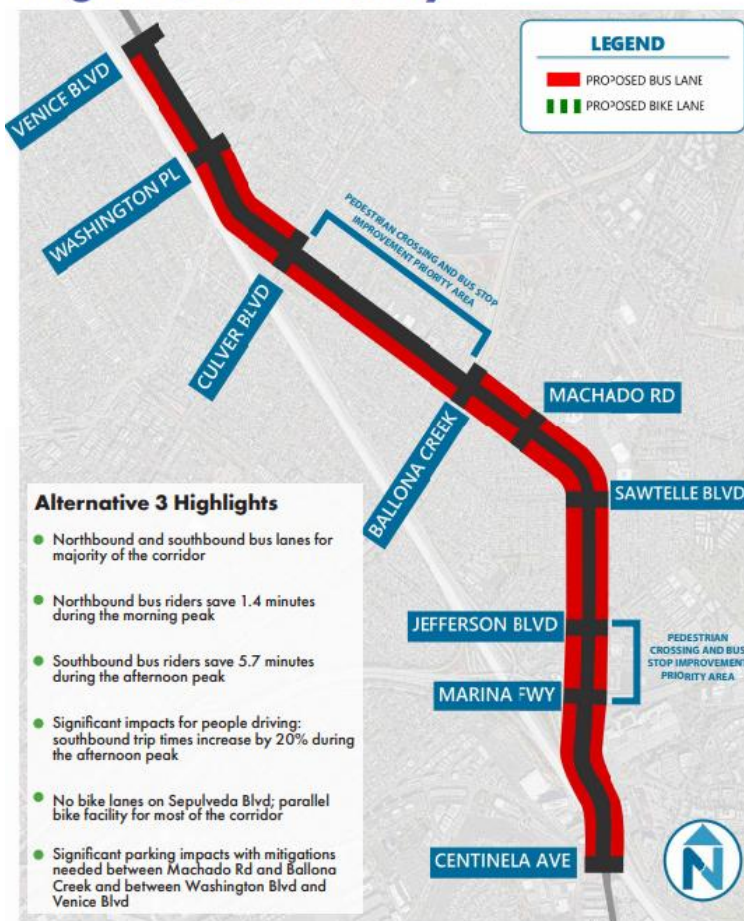
Alternative 1: Southbound Transit Priority



Alternative 2: Balanced Transit Priority



Alternative 3: High Transit Priority





Alt 1



Alt 2



Alt 3



Alternative 1



Alternative 2



Alternative 3

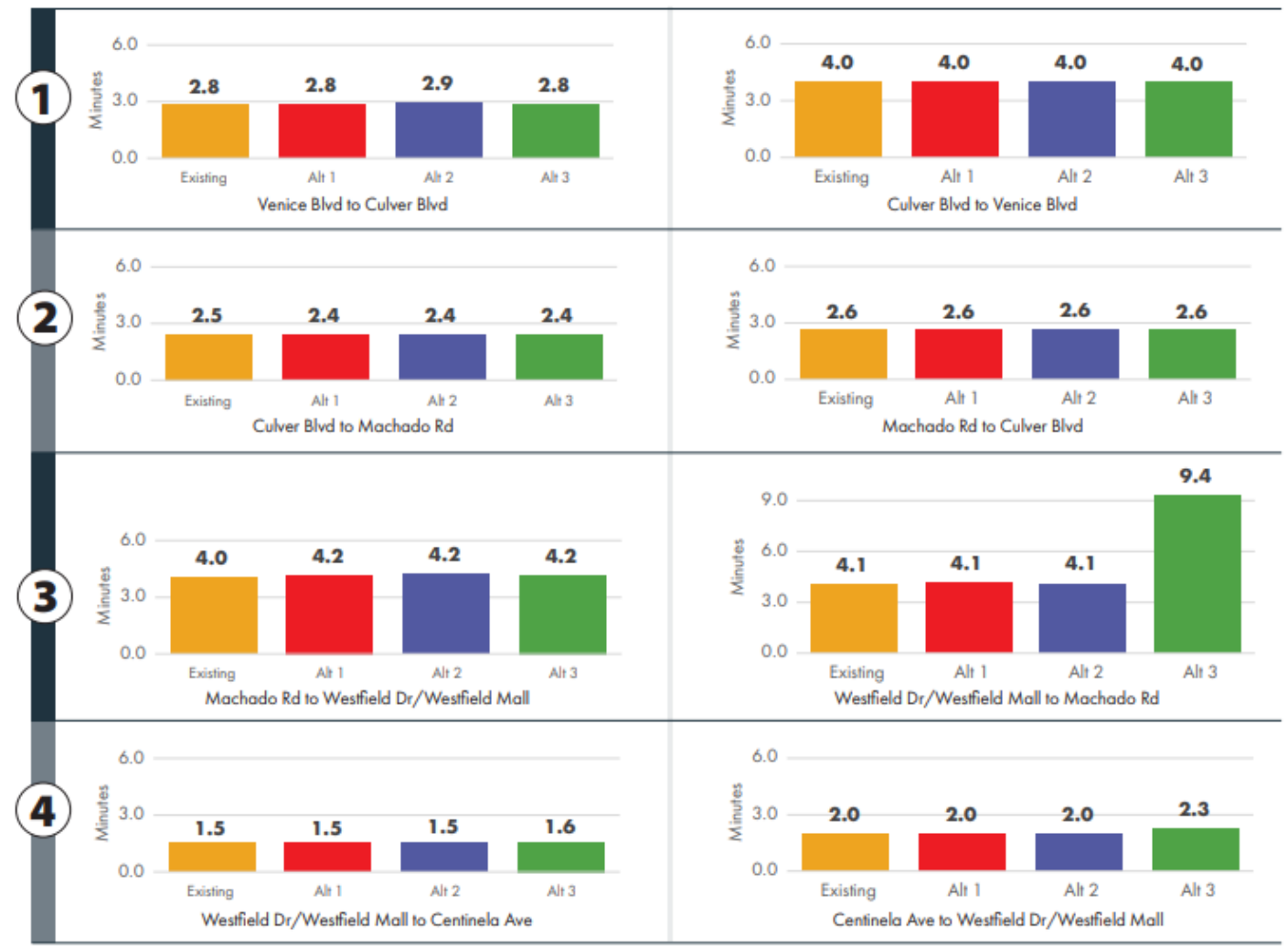


AM Motor Vehicle Travel Time Evaluation

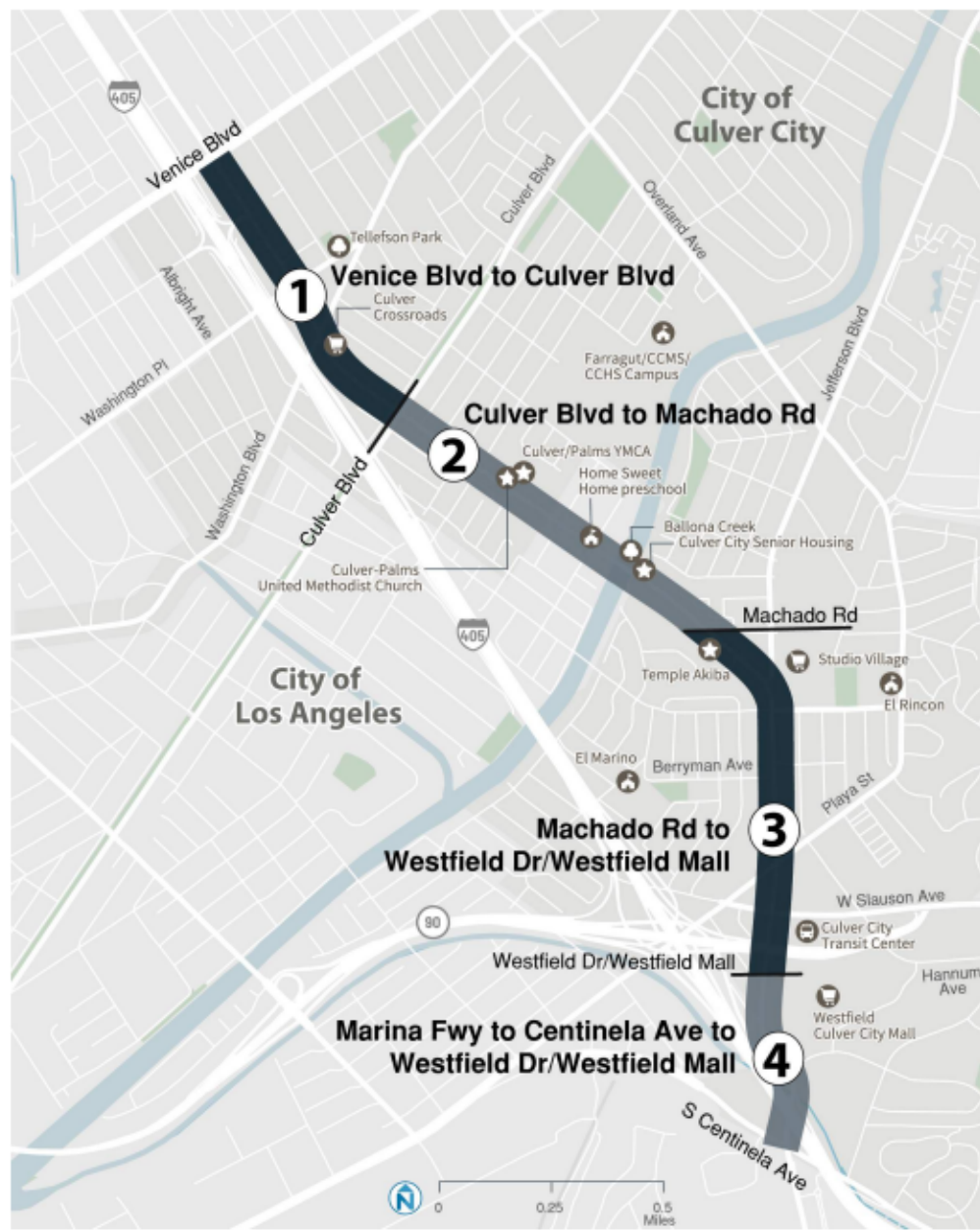


SOUTHBOUND (AM)
 Minimal travel time changes across all alternatives.
 Less than 30 second increase in travel time from Westfield Mall to Machado Rd in all 3 alternatives.

NORTHBOUND (AM)
 Virtually no change in vehicle travel times for Alternatives 1 and 2.
 Alternative 3 results in a significant increase in travel time (>5 minutes) between Centinela Ave and Machado Rd.



PM Motor Vehicle Travel Time Evaluation



SOUTHBOUND (PM)
 Minimal travel time changes in Alternatives 1 and 2 (less than 30-second increase between Machado Rd and Westfield Mall). Alternative 3 results in the highest travel time between Westfield Mall and Centinela Ave.

NORTHBOUND (PM)
 Virtually no change in vehicle travel times for Alternatives 1 and 2. Alternative 3 results in a minor increase (<1 min) between Centinela Ave and Machado Rd.



AM Transit Travel Time Evaluation



SOUTHBOUND (AM)

Bus trips are shorter in all alternatives, with Alternative 1 having the greatest time savings.

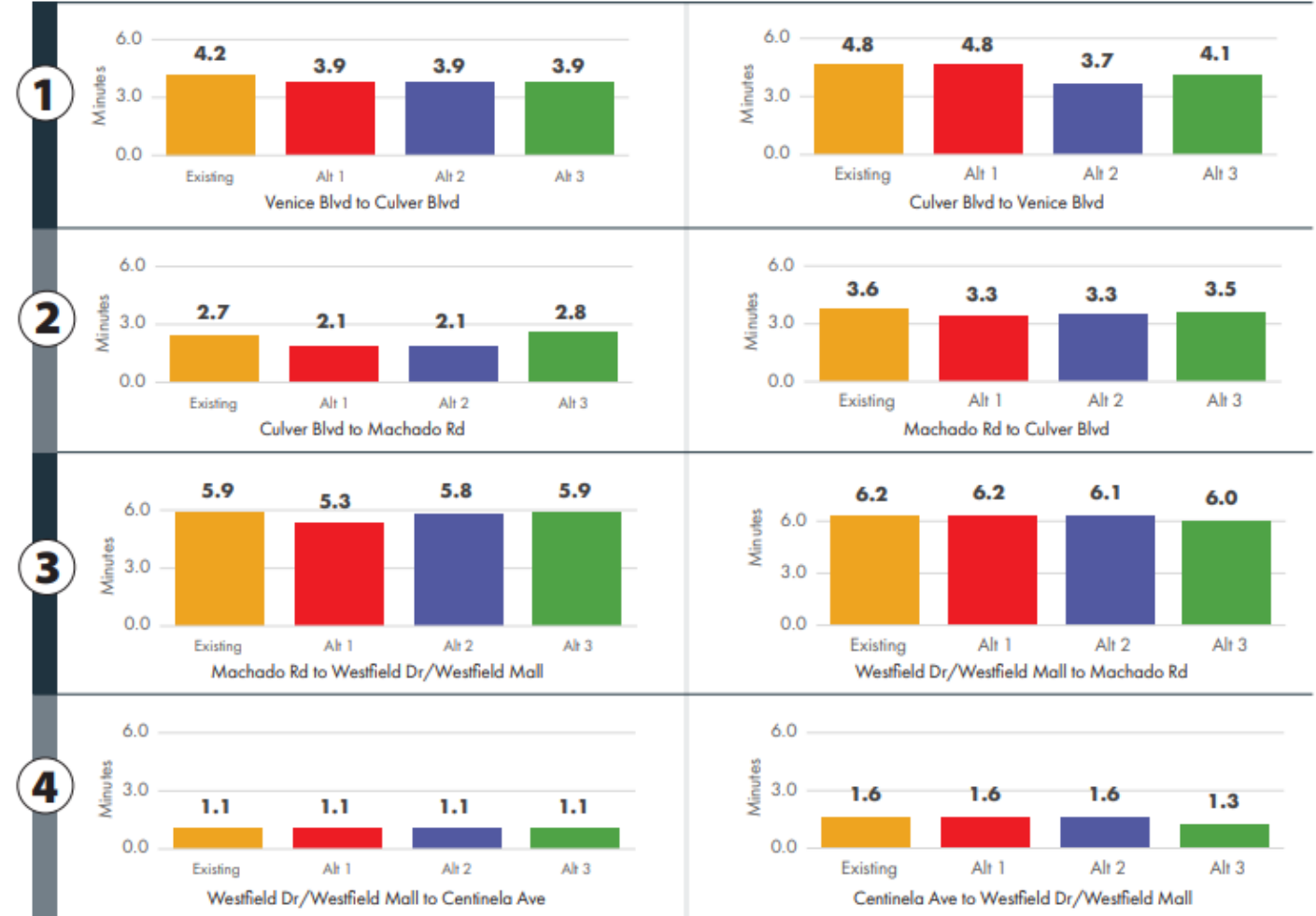
Bus riders save the most time in the segment between Venice Blvd and Culver Blvd in all alternatives.



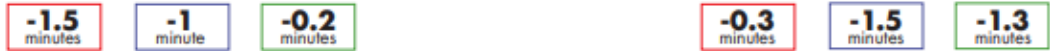
NORTHBOUND (AM)

Bus trips are shorter in all alternatives, with Alternative 2 having the greatest time savings.

In Alternative 2, bus riders save over a minute in travel time in the segment between Culver Blvd and Venice Blvd.



Change in Corridor Travel Time





Transit Travel Time Evaluation

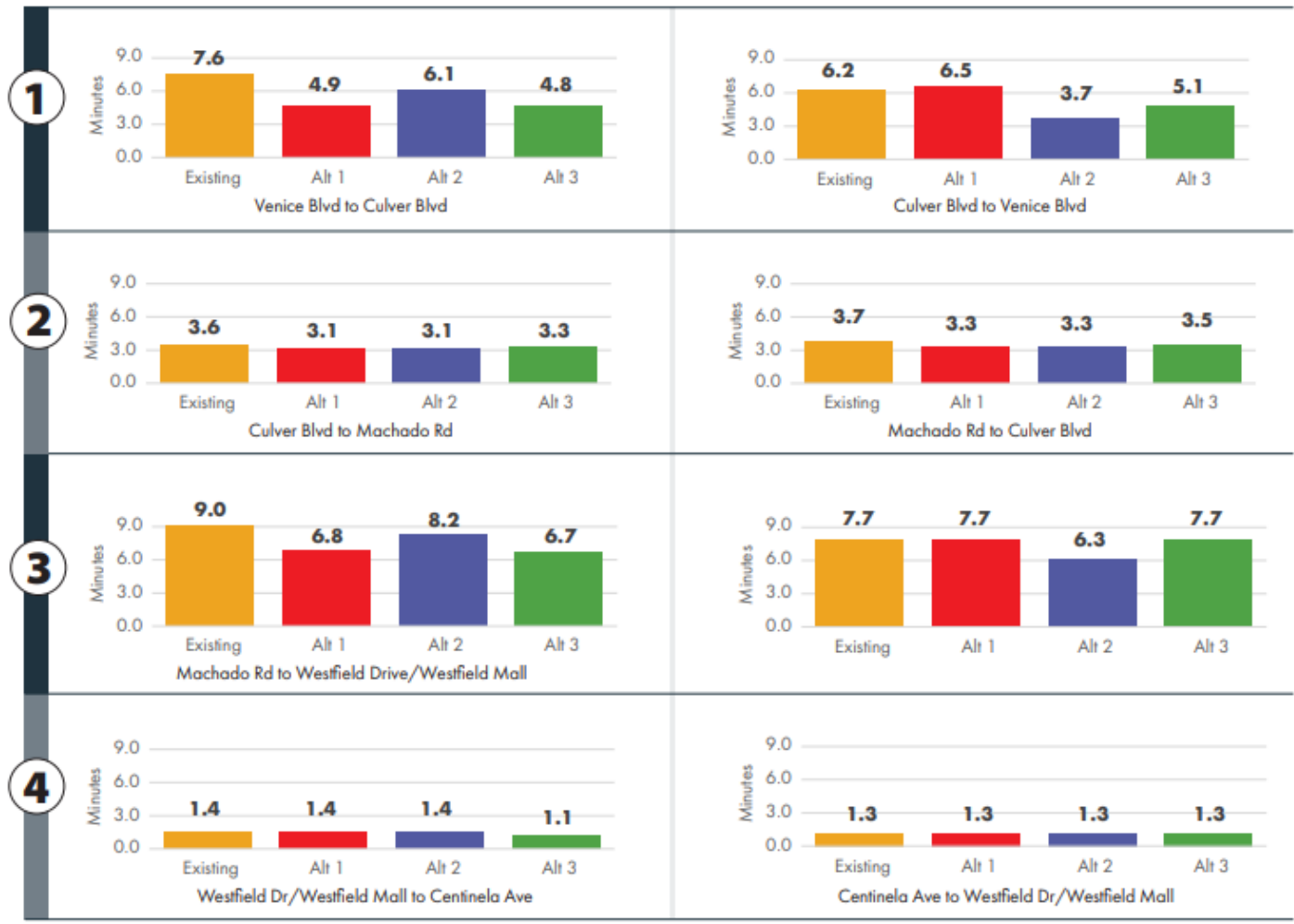


SOUTHBOUND (PM)

Bus trips are shorter in all alternatives, with Alternative 3 having the greatest time savings. Alternatives 1 and 3 have similar bus travel time savings, with most benefit coming from transit lanes in Segments 1 and 3.

NORTHBOUND (PM)

Bus trips are shorter in Alternatives 2 and 3, with Alternative 2 having greater time savings. Alternative 1 results in a very small increase in travel time between Culver Blvd and Venice Blvd.



Change in Corridor Travel Time



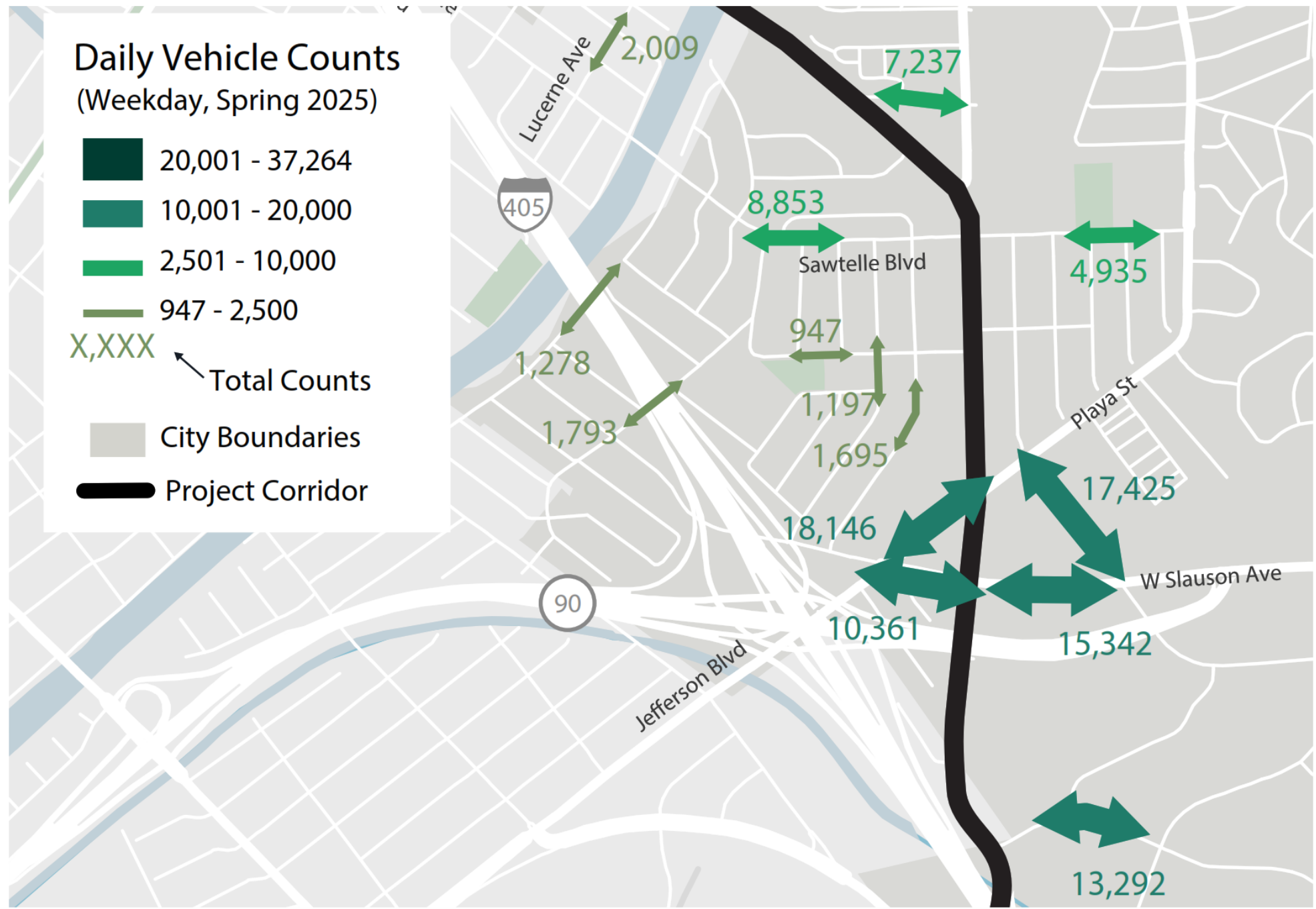


Sunkist Park Traffic Calming



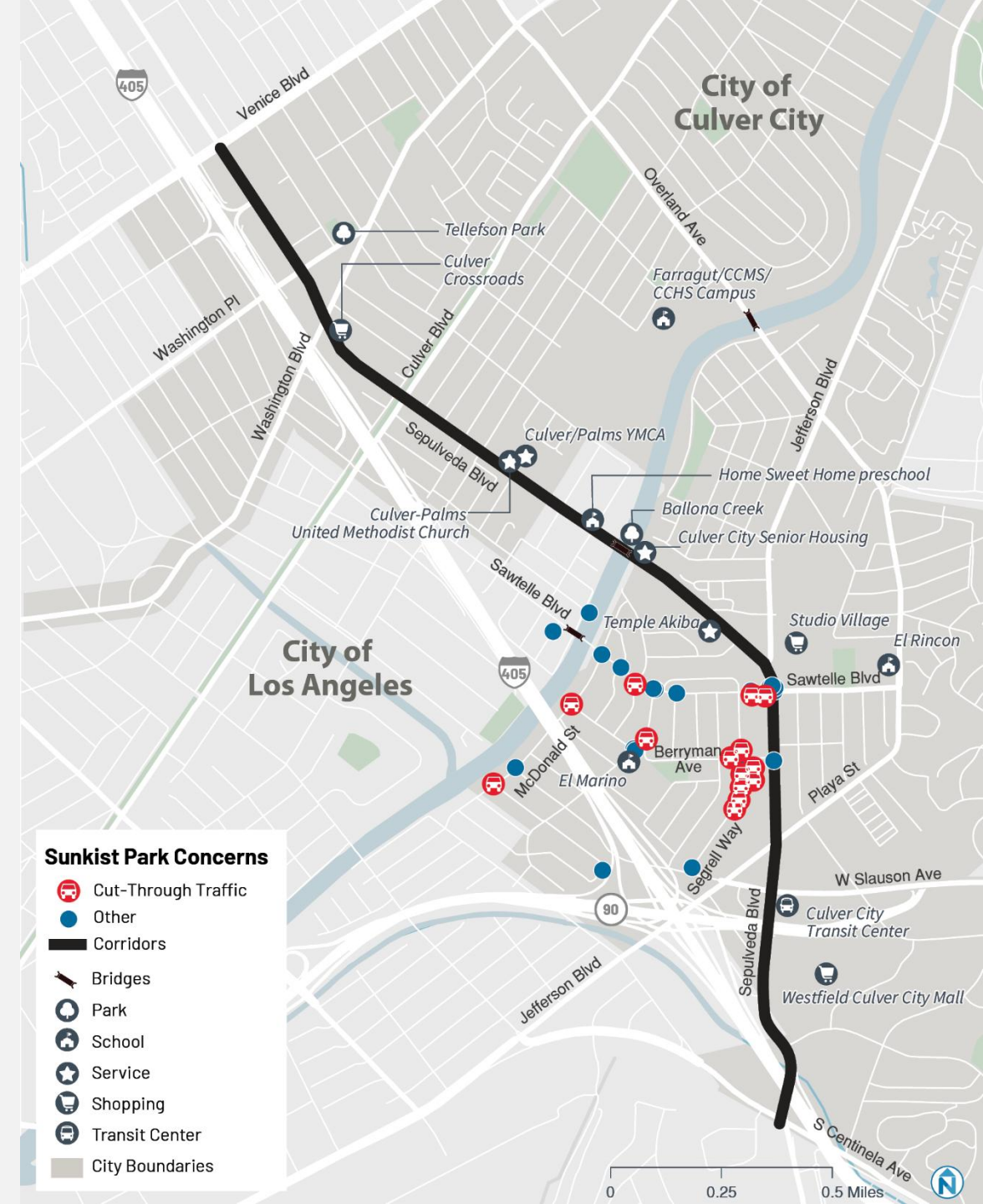
Daily Vehicle Counts (Weekday, Spring 2025)

- 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



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

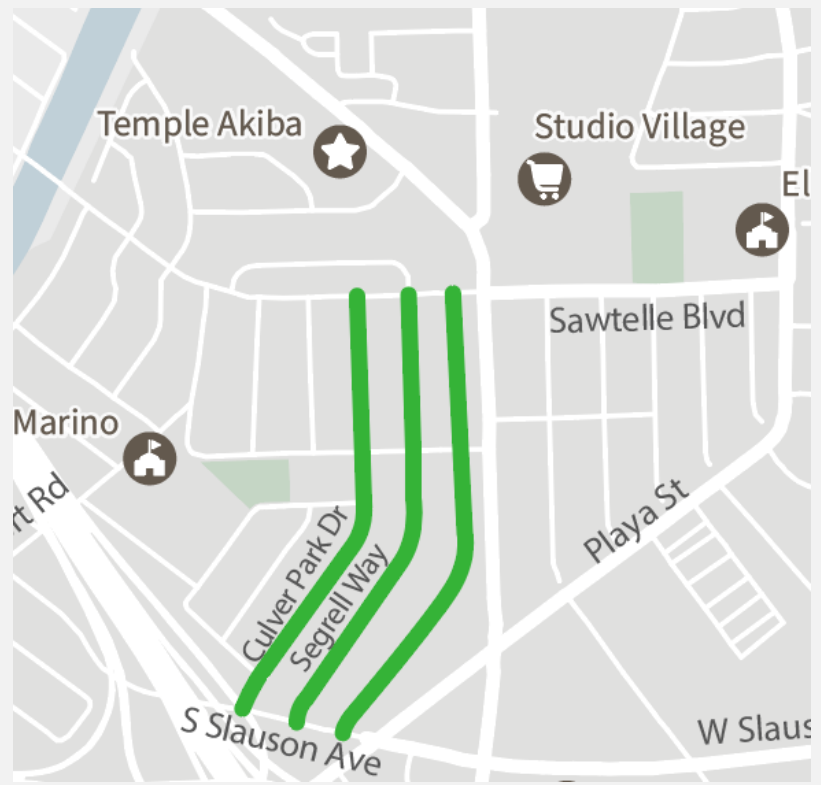
	Alt 1	Alt 2	Alt 3
Segment 1	0s	0s	0s
Segment 2	0s	0s	0s
Segment 3	12s – 24 s	12s – 24s	12s – 5.3min
Segment 4	0s	0s	6s – 2.4min



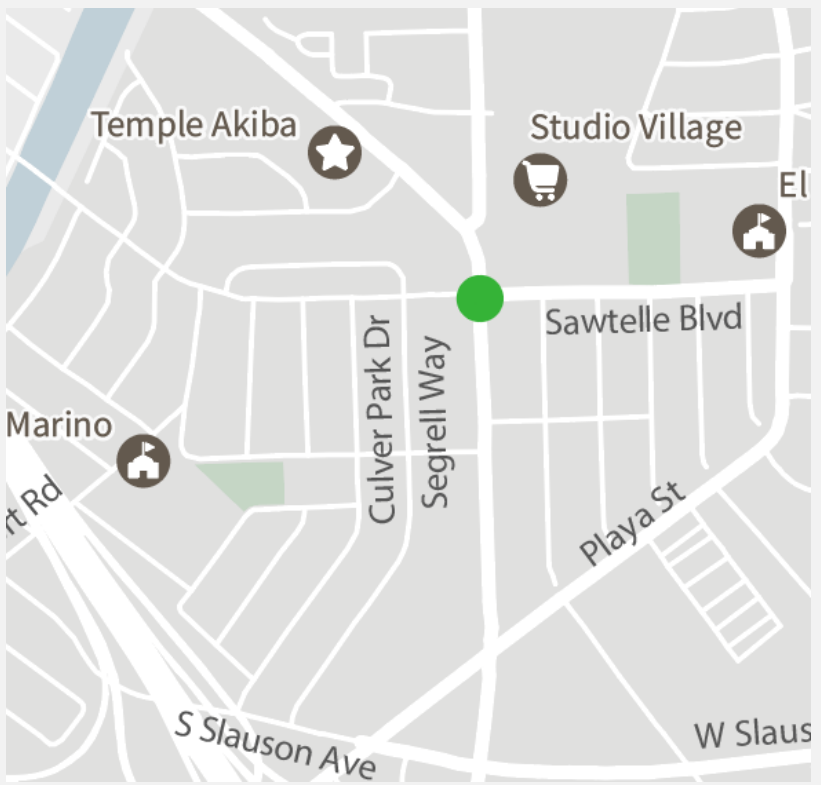


Recommended Improvements

Traffic diverters



Crossing Enhancements

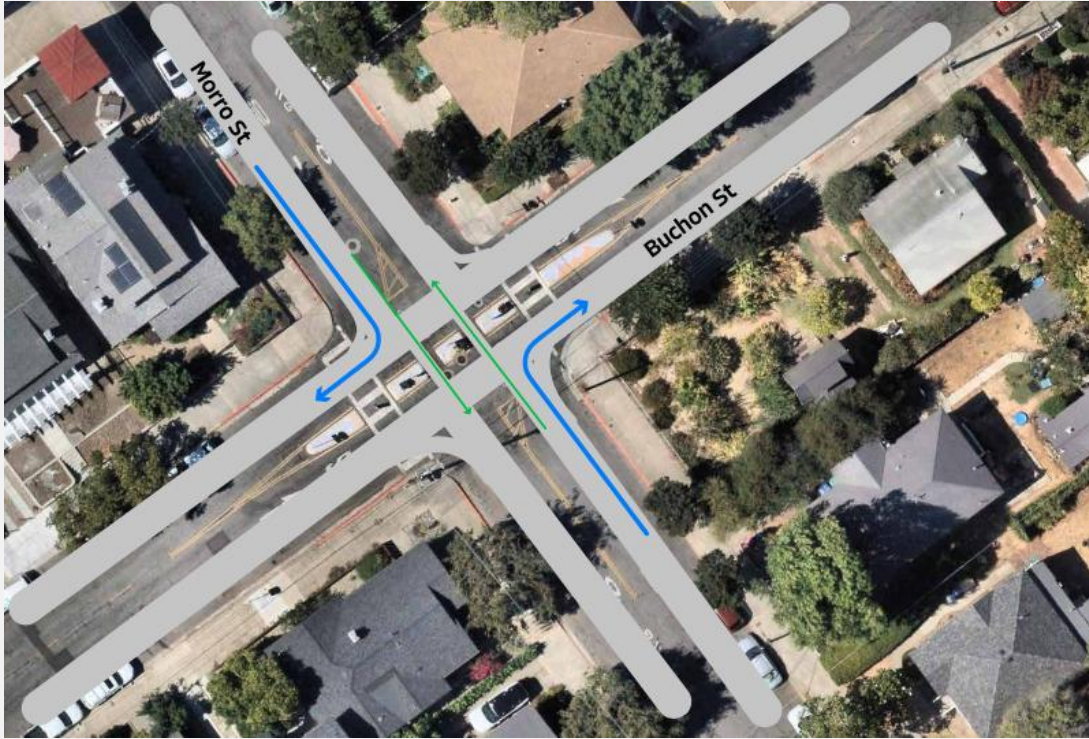
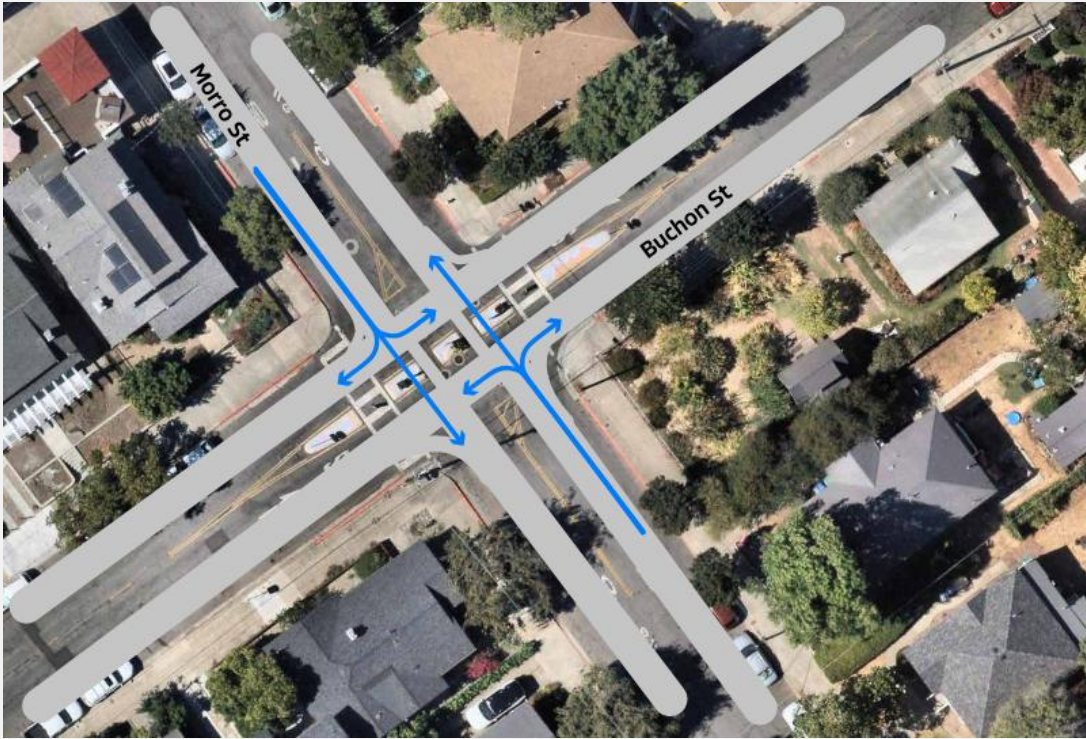




Diverters

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.



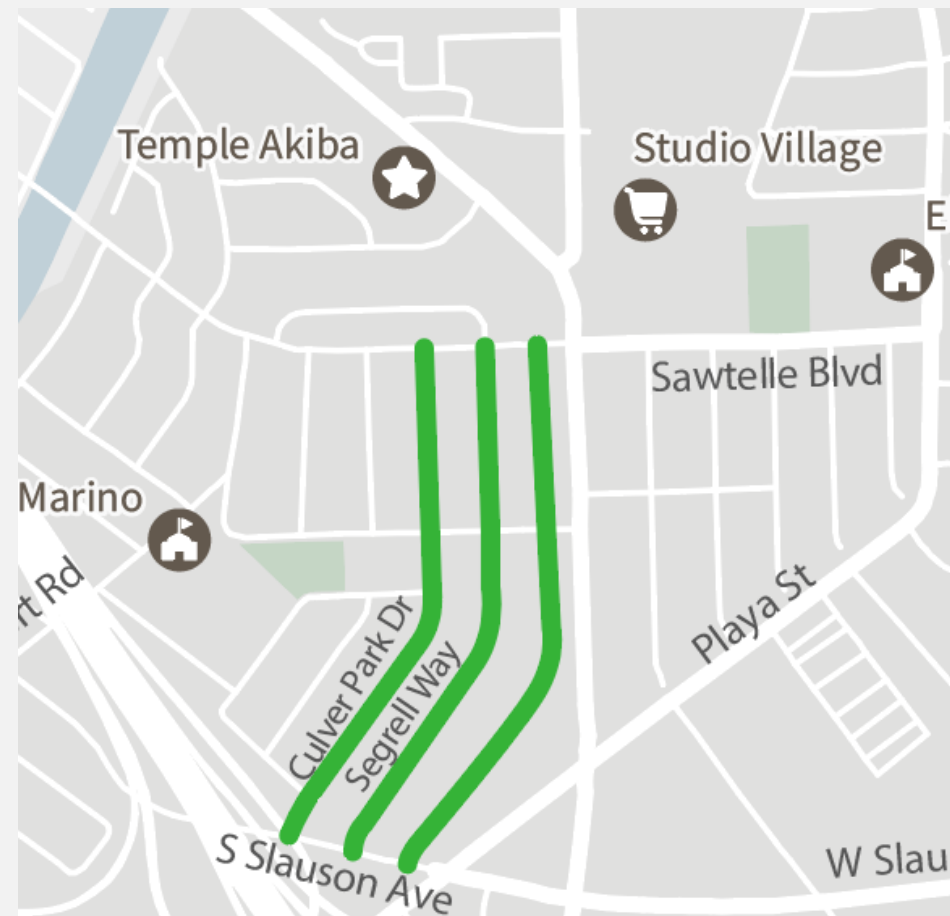
Diverter - Example





Diverters – Proposed Locations

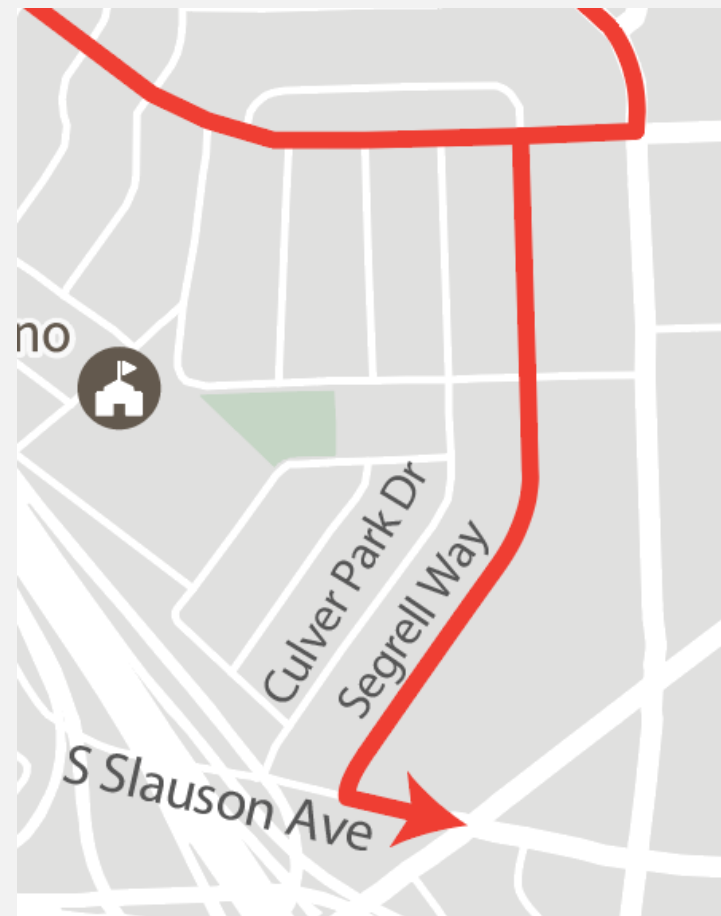
- Segrell Way at Berryman
 - Segrell currently has the most cut-through traffic in the neighborhood
 - It is projected to increase if Sepulveda Connects is implemented
- Culver Park Dr
 - If Segrell is unavailable, drivers will use Culver Park to cut through instead
 - Addressing traffic on one street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





Diverters – Proposed Locations

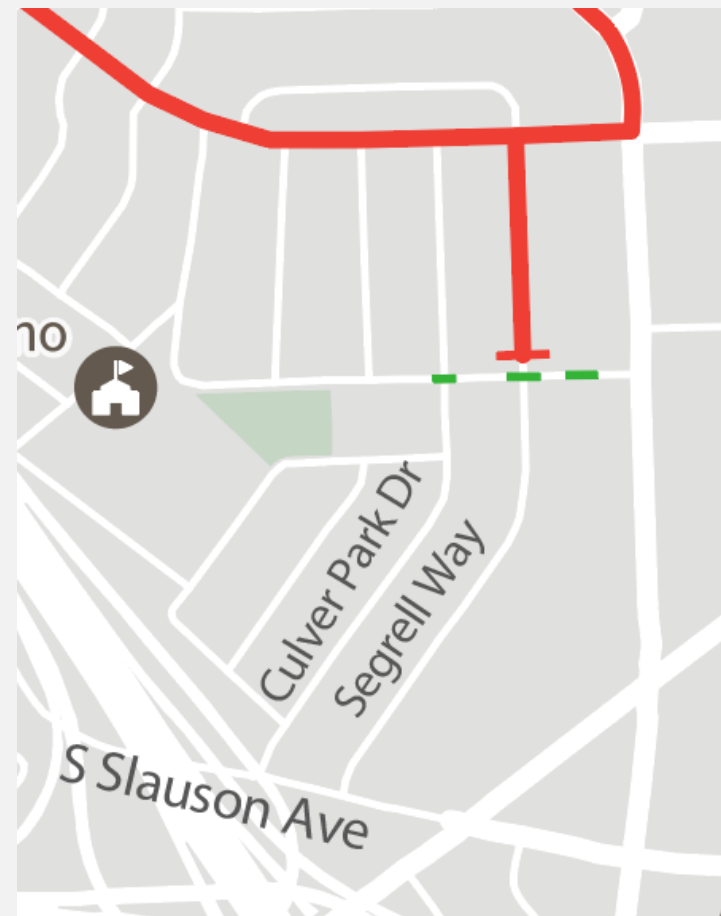
- Restricts through traffic
- Only right turns allowed at:
 - Culver Park/Berryman
 - Segrell/Berryman
 - Alley/Berryman





Diverters – Proposed Locations

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





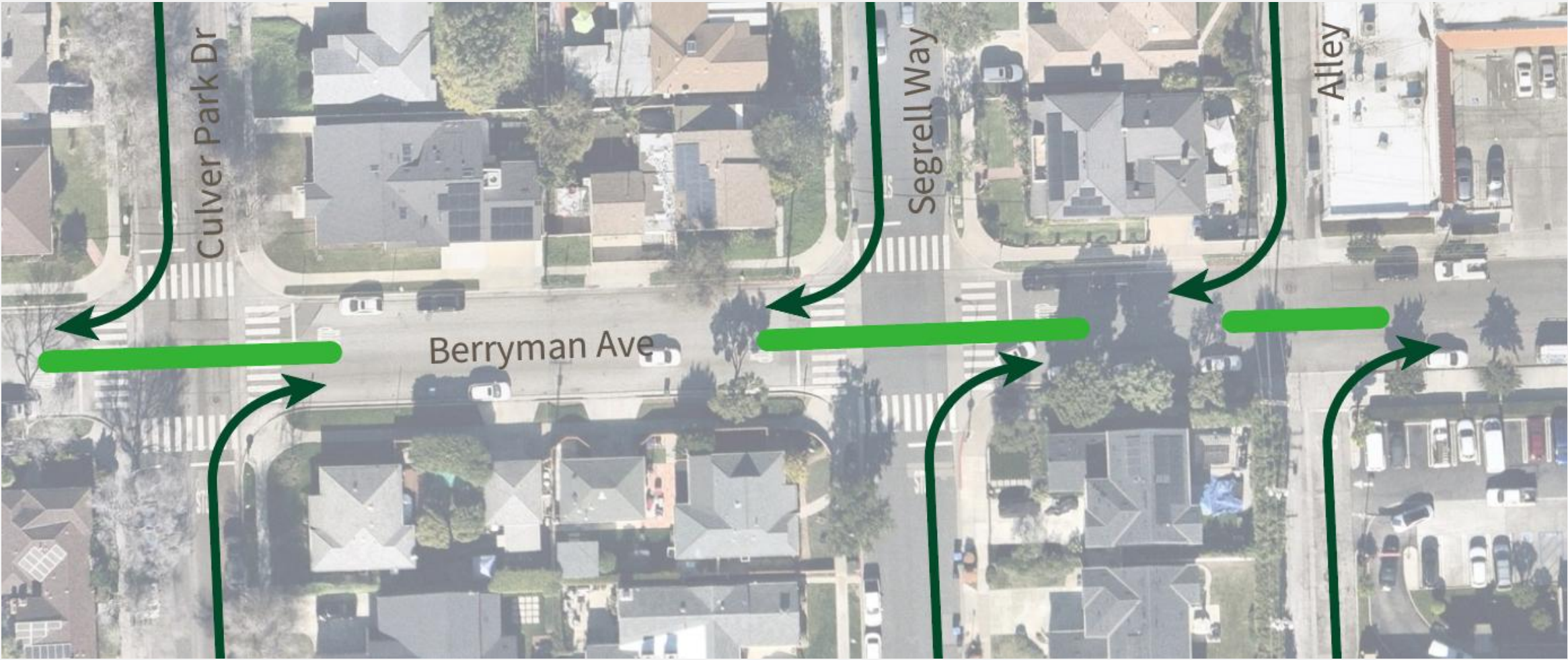
Diverters – Proposed Locations

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





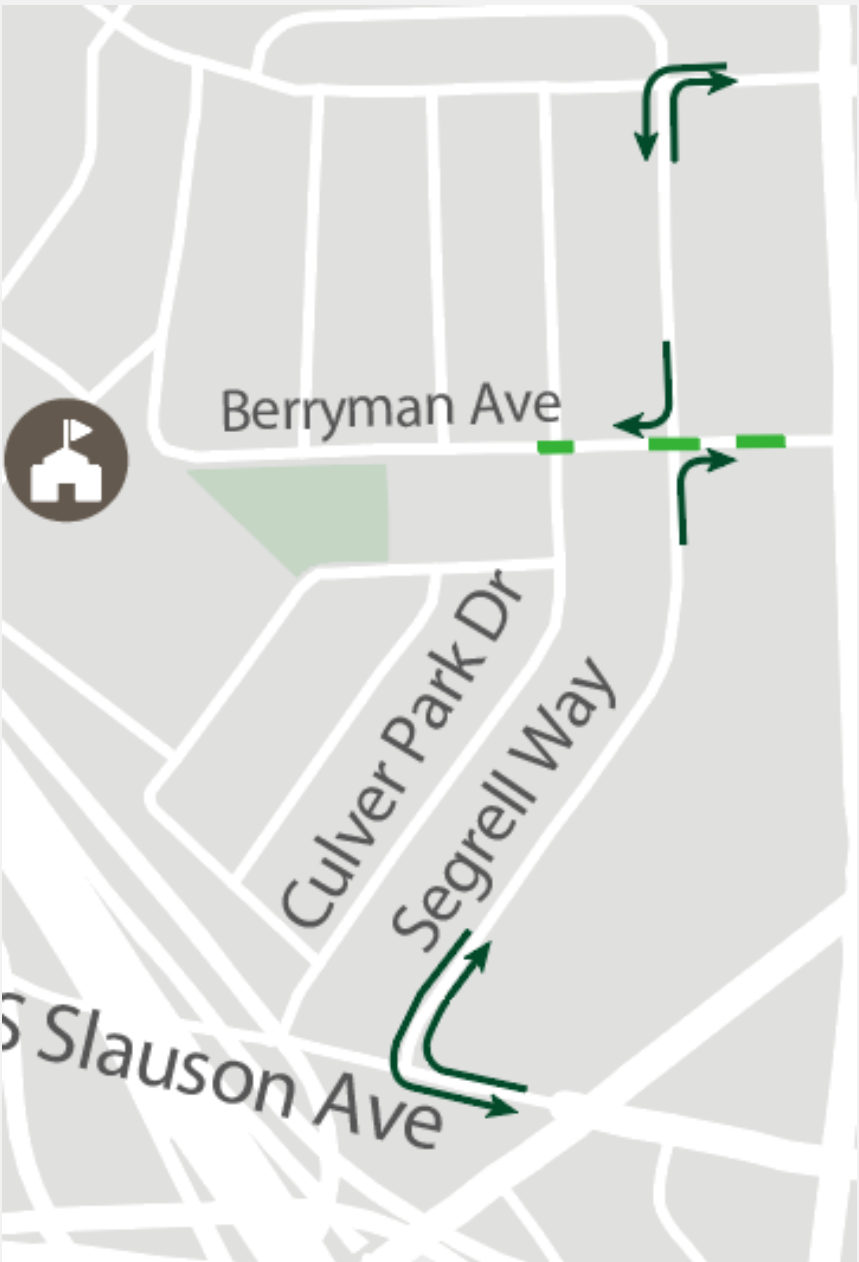
Diverters - Rendering





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](#)



Duquesne Ave & Lucerne Ave (Source: Culver City)



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



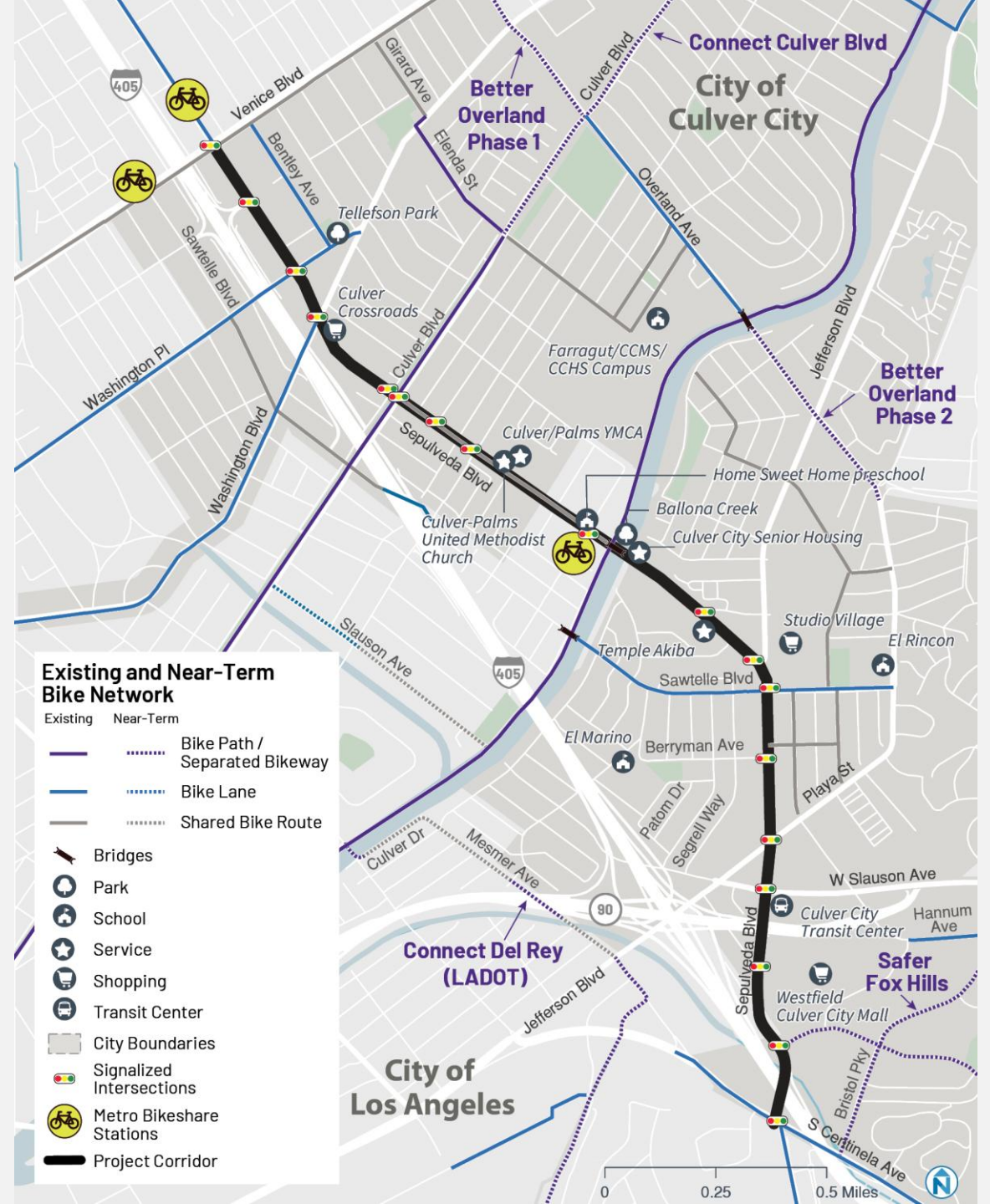


05 Bike network review

Existing and near-term bike facilities

Tradeoffs Discussion

- 1) Sawtelle Blvd – Sepulveda to Venice
- 2) Improve connectivity to Elenda St / Girard Ave & Overland Ave
- 3) New neighborhood route east of Sepulveda / west of Elenda





Outreach Summary



Public Meetings - Design

11/17/25

Design Workshop #1

- Existing Conditions data: traffic, parking, safety, transit, bike, ped
- Corridor planning activity

50 attendees

2/26/26

Design Workshop #2

- Cross-Section Designs
- Traffic analysis findings

34 attendees

3/17/26

Design Workshop #3

- Full concept designs for three alternatives

51 attendees

4/2/26

Design Workshop #4

6:00 – 7:30 PM
Veterans Memorial
Garden Room

4/16/26

Design Workshop #5

6:00 – 7:30 PM
Veterans Memorial
Garden Room



Public Meetings – Sunkist Park

2/17/26

Sunkist Park Open House

- Focus on cut-through traffic
- Traffic, parking, and safety data
- Introduced design elements
- Public feedback on locations of cut-through traffic and pedestrian improvements

36 attendees

3/21/26

Sunkist Park Virtual Open House

- Present traffic model results
- Present refined options for cut-through traffic and pedestrian safety

21 attendees

Virtual

Sunkist Park Storymap

- Asynchronous option to review & comment on Open House materials



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