An aerial satellite-style photograph of a densely populated urban area, likely Rancho Higuera. The image shows a grid of streets, numerous residential houses with varied roof colors, and several large commercial or industrial buildings. A major road or highway runs diagonally across the upper portion of the image. The text 'RANCHO HIGUERA NTMP TRAFFIC STUDY PHASE 2' is overlaid in large, white, sans-serif font on the left side of the image.

RANCHO HIGUERA NTMP TRAFFIC STUDY PHASE 2

Community Workshop #3
April 30, 2026

AGENDA

Review of Existing Conditions

Temporary Phase 1 Improvements for Permanent Implementation

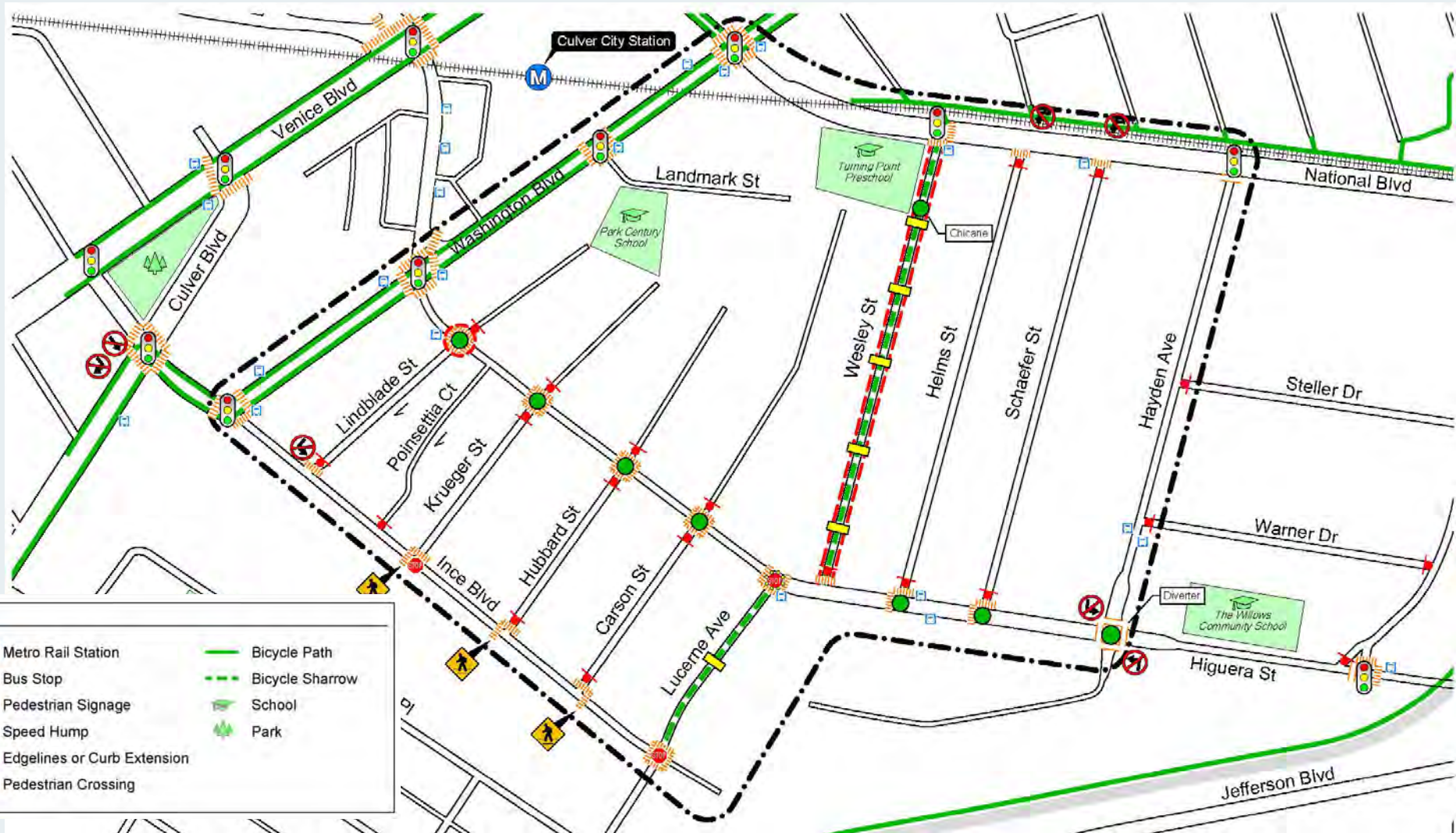
Refined Phase 2 Concept Plans

Potential Impacts of Concept Plans

Next Steps

Existing Conditions

with Phase 1 Temporary Quick-Build Improvements



Temporary Quick-build Improvement Evaluation

- Field observations at Higuera Street intersections with the temporary quick-build improvements
- Review of historical and contemporary speed data collected along Higuera Street
- Assessment of the effectiveness of the specific improvements and the identification of improvements recommended for permanent implementation (e.g., traffic circles, curb extensions, and/or stop signs)

Higuera Street

Speed Data: Phase 1 vs. Phase 2

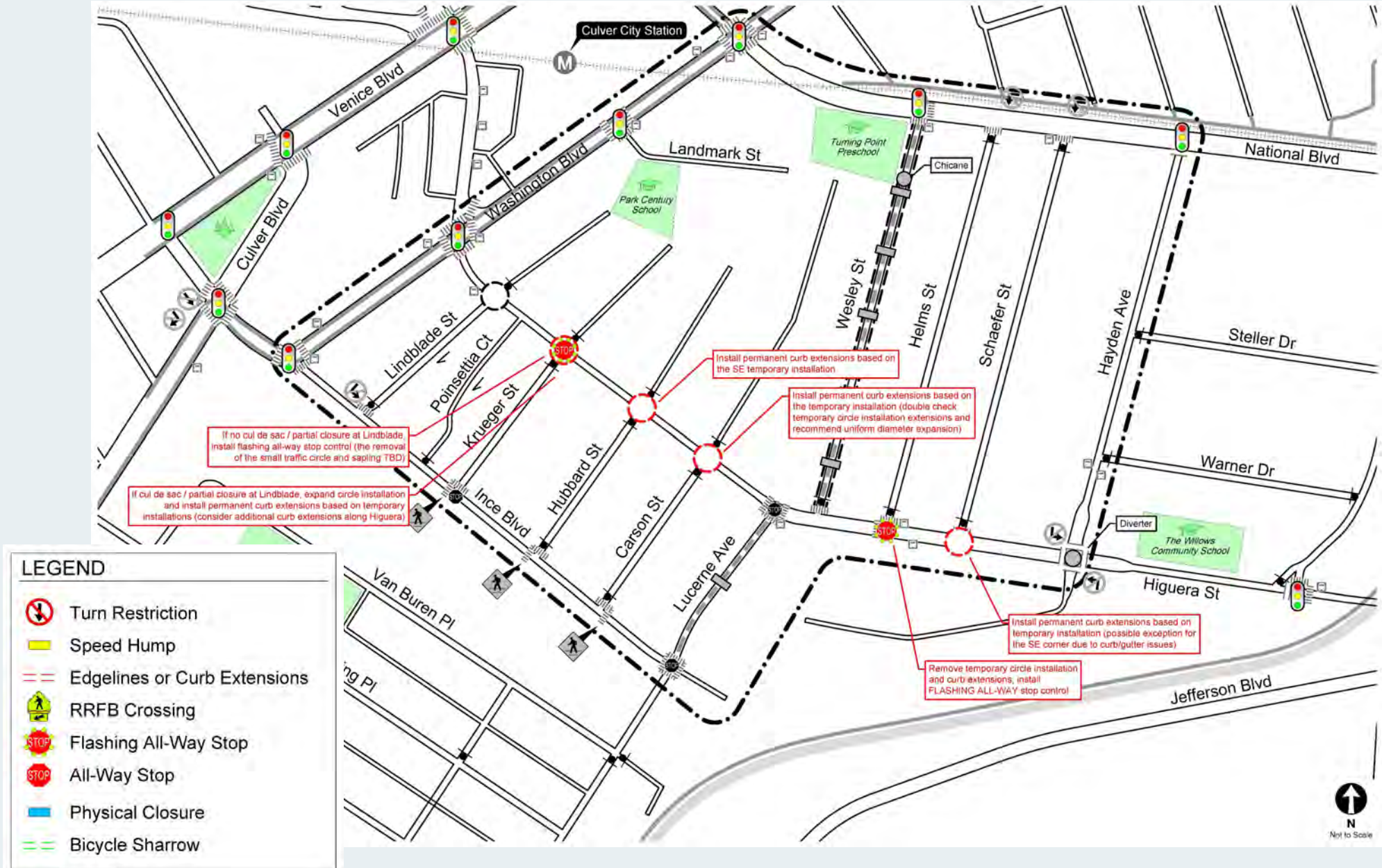
No	Location	85th Percentile Speed (mph) [a]	
		P1	P2
1	West of Lindblade St	24	
2	West of Krueger St		23
3	East of Krueger St	29 [b]	
4	West of Carson St	26 [b]	23
5	East of Carson St	27	
6	East of Helms Ave		27
7	West of Schaefer St	31 [b]	
8	East of Schaefer St	30	
	Average	27.8	24.3

Notes

[a] For the purposes of comparison, the 85th percentile speed reflects data collected on a typical weekday in 2018 (Phase 1) and 2025 (Phase 2).

[b] Speed is an average of directional data based on spot surveys taken throughout a typical weekday in 2018.

TEMPORARY QUICK-BUILD IMPROVEMENT RECOMMENDATIONS



Recommended Phase 2 Strategies

Vehicle Traffic Calming

- Improve design & effectiveness of Phase 1 quick-build improvements
 - Roundabouts along Higuera St
- Turn / through movement restrictions
 - Higuera St at Lindblade St *or* Hayden Ave *or* Lucerne Ave/Wesley St
 - Lucerne St at Ince Blvd
- Maintain peak hour left-turn restrictions along National Blvd
- Peak hour turn restrictions along Higuera St and Ince Blvd
- Upgrade two-way stop-controlled intersections to all-way stops
- Improve line of sight to traffic control signage
 - Trim landscaping
 - Flashing stop signs
- Vertical & horizontal deflections
 - Edgelines on Helms Ave, Schafer St
 - *Speed humps to be further reviewed in future*

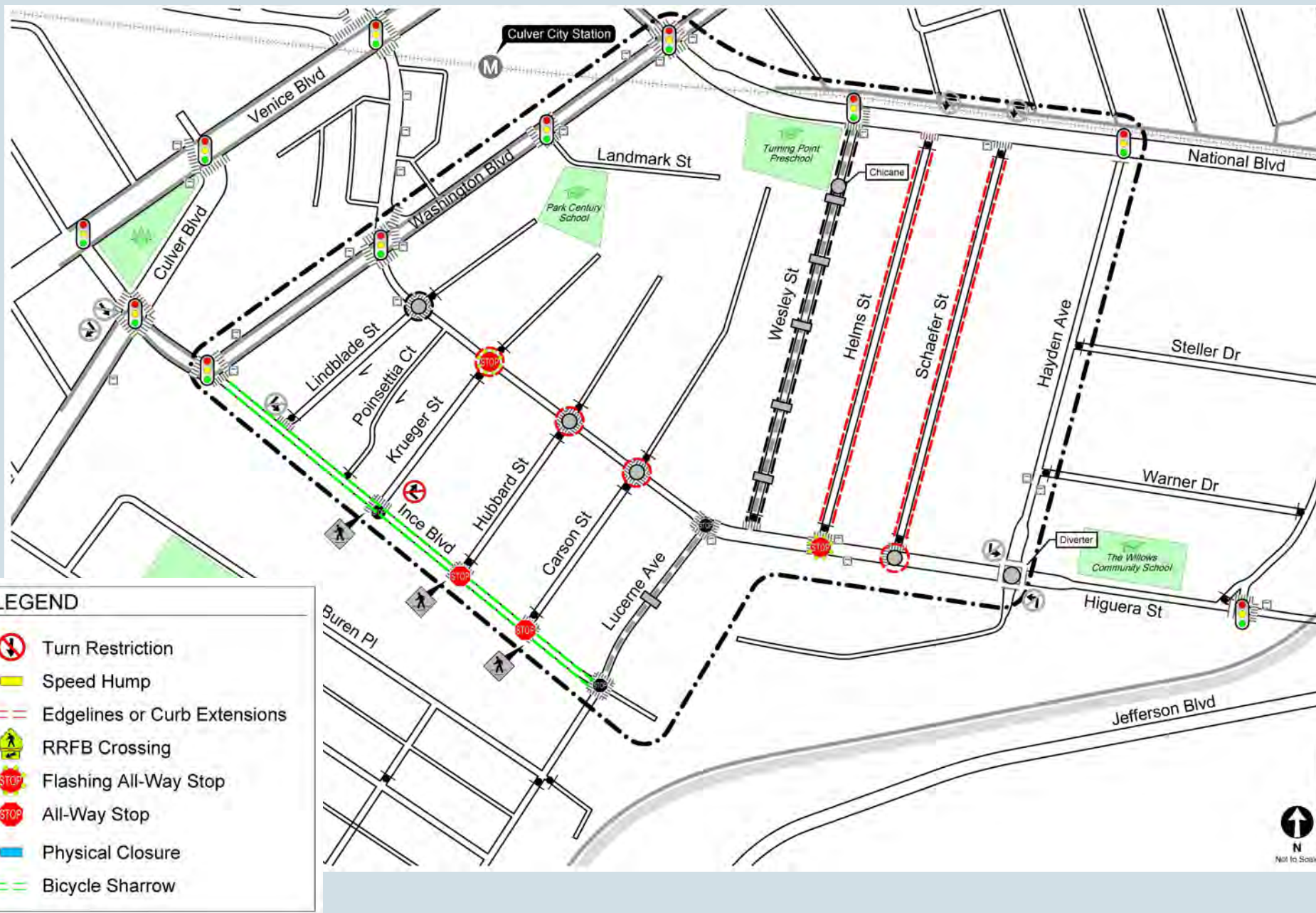
Pedestrian Safety

- Improve design & effectiveness of Phase 1 quick-build improvements
 - Roundabouts along Higuera St
- Increase visibility of pedestrian crossings
 - Upgrade two-way stop-controlled intersections to all-way stops

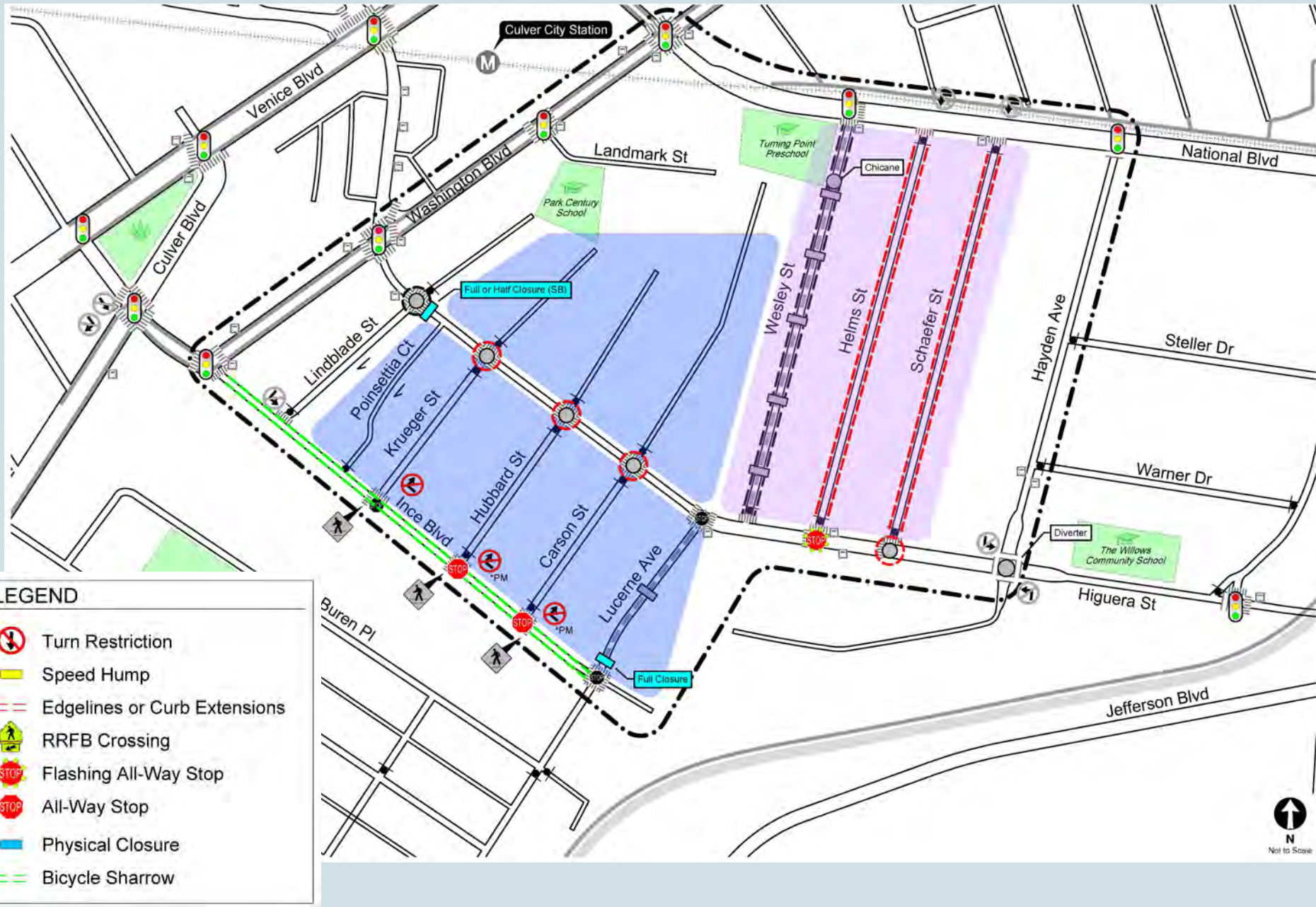
Bicycle Safety

- Maintain bike sharrows on Higuera St
- Install bike sharrows on Ince Blvd

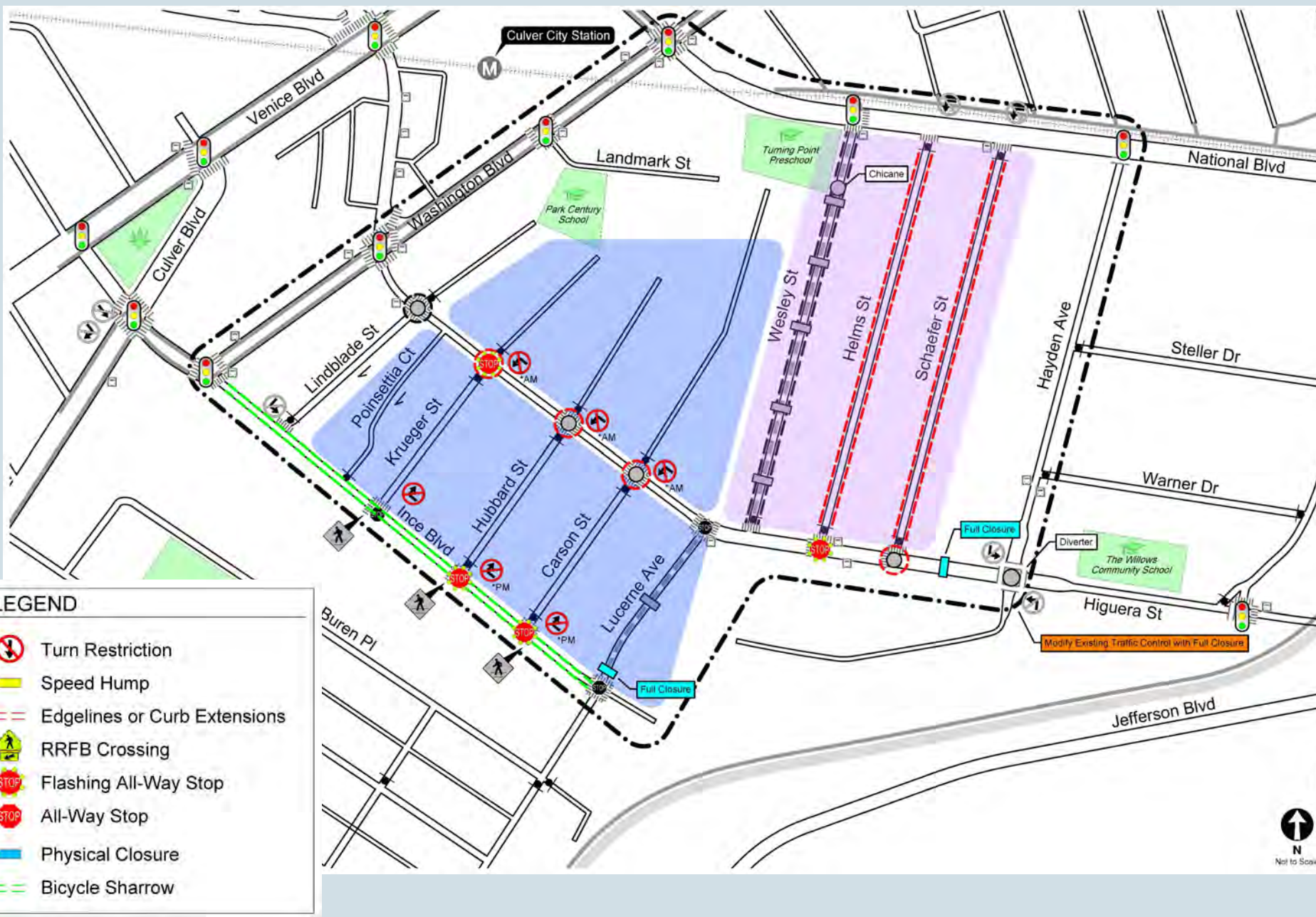
CONCEPT PLAN A (Existing Access)



CONCEPT PLAN B1 (Restricted Access at Lindblade Street)



CONCEPT PLAN B2 (Restricted Access at Hayden Avenue)

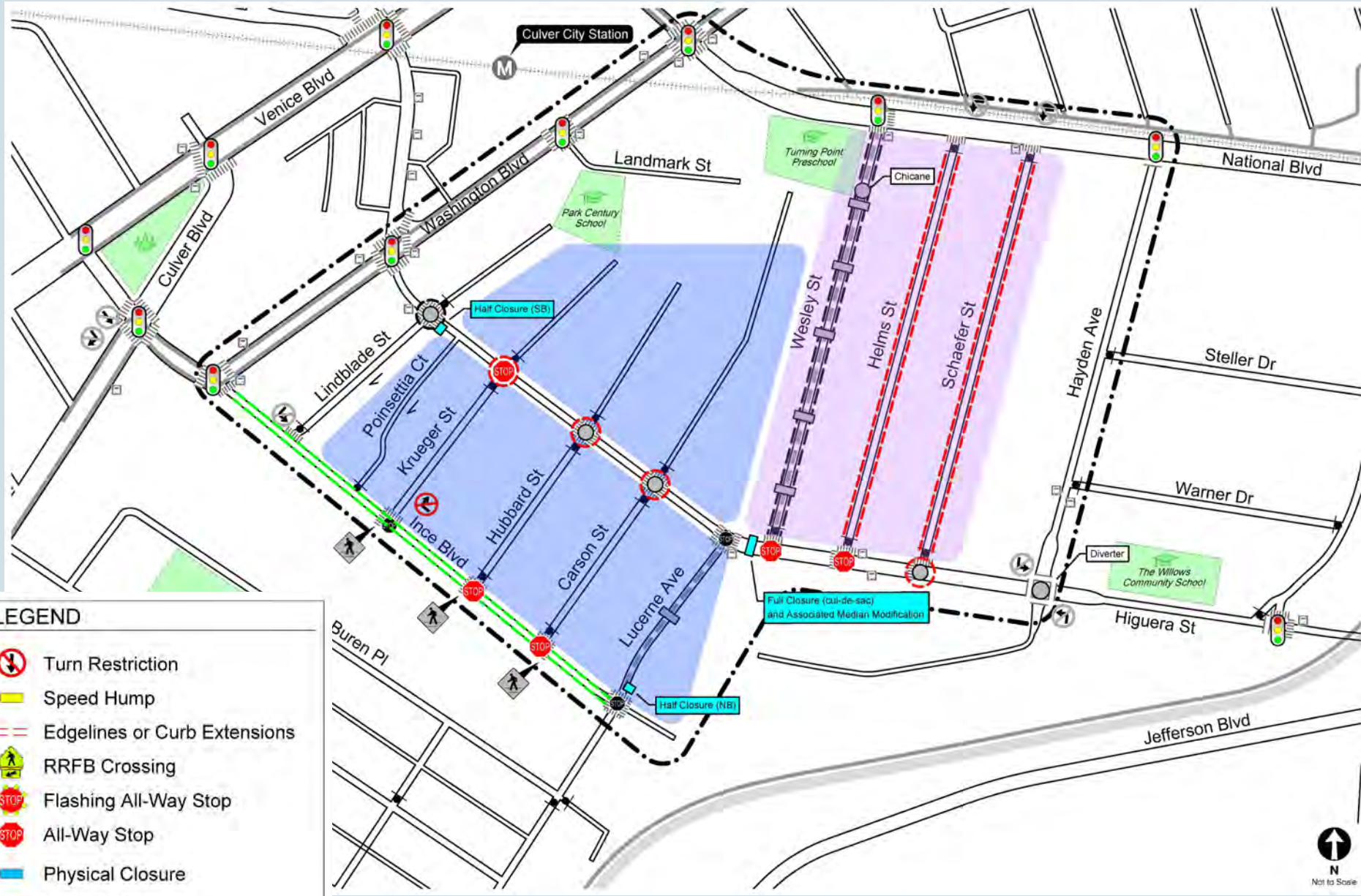


LEGEND

- Turn Restriction
- Speed Hump
- Edgelines or Curb Extensions
- RRFB Crossing
- Flashing All-Way Stop
- All-Way Stop
- Physical Closure
- Bicycle Sharrow



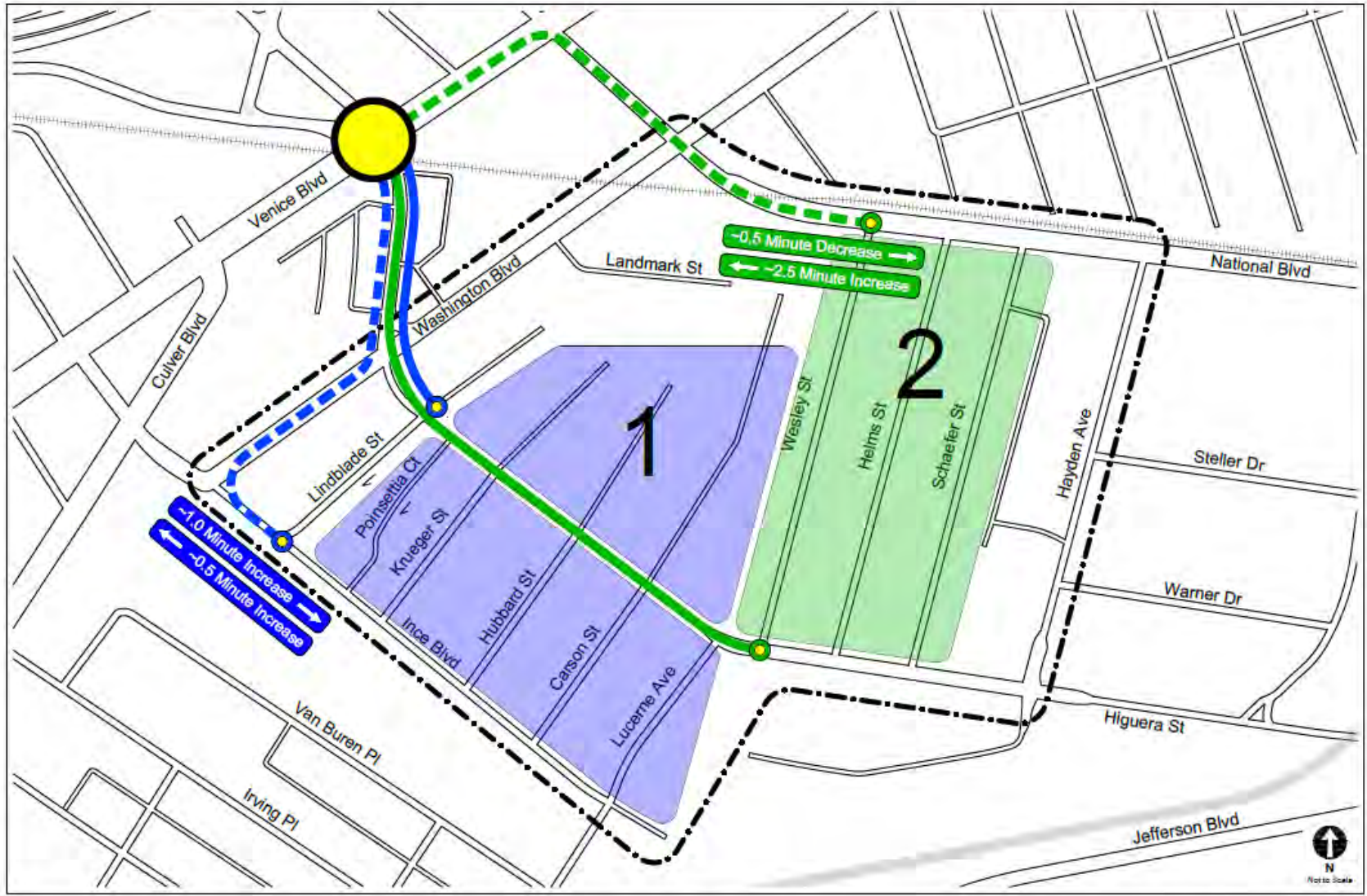
CONCEPT PLAN B3 (Restricted Access at Wesley Street)



LEGEND

- Turn Restriction
- Speed Hump
- Edgelines or Curb Extensions
- RRFB Crossing
- Flashing All-Way Stop
- All-Way Stop
- Physical Closure
- Bicycle Sharrow





TRAVEL TIME DIFFERENCES

FIGURE
6

THANK YOU

Please send all questions, comments, and feedback to:

traffic.engineering@culvercity.org

The presentation slides & meeting recording will be uploaded to the Project website:

<https://www.culvercity.gov/City-Projects/PW-Project-Rancho-Higuera-Neighborhood-Traffic-Management-Program-NTMP-Phase-2>