



El Segundo Boulevard Improvement Project City of El Segundo

Project Overview

El Segundo Boulevard is a major six-lane east-west arterial with a median from Isis Avenue to Pacific Coast Highway (PCH). The roadway corridor is mixed with commercial properties and aerospace campuses. This \$8M project rehabilitated the existing pavement throughout the 1.5-mile corridor.

This project was a significant infrastructure initiative aimed at enhancing road safety and traffic flow, including the following:

1. Enhanced bicycle safety on Nash Street (1 mile) from Imperial Highway to El Segundo Boulevard and Douglas Street (2 miles) from Imperial Highway to Rosecrans Avenue.
2. Provided ADA-compliant curb ramps, pedestrian crossing, and driveways; dedicated bicycle facilities; and traffic signal modifications including video and bicycle detection.
3. Removed existing mature ficus trees in the median and replaced with drought-tolerant landscaping.





Project Features

El Segundo Boulevard, between Illinois Street and Isis Avenue

- Traffic Signal Upgrades
- ADA Ramp and Sidewalk Improvements
- Pavement Rehabilitation
- Bike Lane Installation (Class II, Class III, and Class IV Cycle Track)
- Median Landscape Improvements

Nash Street, between El Segundo Boulevard and Imperial Highway

- ADA Ramp and Sidewalk Improvements
- Pavement Rehabilitation
- Bike Lane Installation (Class II, and Class III)

Douglas Street, between Rosecrans Avenue and Imperial Highway

- Microsurfacing
- Bike Lane Installation (Class II and Class III)

Continental Boulevard, between El Segundo Boulevard and Grand Avenue

- Bike Lane Installation (Class III)





Unique Aspects

What sets the El Segundo Boulevard Improvement project apart from other similar initiatives is its comprehensive approach and multifaceted design. It stands out due to several unique elements in its overall design, planning, and execution.

- El Segundo's first Class IV bikeway (raised bikeway) and green paint installation
- Preliminary engineering alternatives analysis offered \$6M reduction for retaining walls
- Removal of a high-speed right turn lane improved pedestrian and bicycle mobility
- Use of cement-stabilized pulverized base in lieu of traditional pavement reconstruction saved \$500,000 due to schedule savings
- Median landscaping removed maintenance-intensive ficus trees and replaced with drought-tolerant landscaping
- Curb ramp designs accommodated dual unidirectional ramps at corners and raised bicycle facilities throughout the project. Difficult curb ramp layouts considered overhead Metro C Line structure and adjacent station entrance infrastructure
- Administration notice-to-proceed allowed for contractor to order long-lead items and allowed for more favorable construction timeframes



- Multiple funding sources: Prop C local return, Measure M MSP, and FTIP grant
- Extensive coordination and collaboration required with Caltrans, Metro, as well as the private corporations within the corridor limits, 3 adjacent cities, and over 20 utility companies
- Implementation of the County's El Segundo Boulevard Traffic Signal Synchronization Improvements

These distinctive aspects of the El Segundo Boulevard Improvements Project are an exemplary model of modern urban development. The improvements to the boulevard benefit a larger community as it is a major thoroughfare for both residents and commuters traveling through the City, including the LA Chargers Headquarters and Practice Facility as a destination. The comprehensive approach, commitment to sustainability, and focus on community needs make it worthy of recognition.

Sustainability/Environmental Improvements

The El Segundo Boulevard Improvement Project focused on a major east-west arterial of the City and adjacent streets to enhance the quality of life for the community while implementing sustainability measures and environmental awareness. Improvements included:

- **Traffic Signal Upgrades:** Modernized traffic signals to improve flow and safety.
- **ADA Ramp and Sidewalk Improvements:** Constructed 25 ramps and repaired 2,000 linear feet of sidewalk to improve pedestrian accessibility.
- **Street Rehabilitation:** Repaired and resurfaced 25 acres of roadway to improve ride quality and extend its lifespan.
- **Bike Lane Installation:** Added over 4 miles of Class II bike lanes, Class III shared lanes, and Class IV raised cycle track to promote cycling.
- **Median Landscape Improvements:** Beautified the median areas with new landscaping by removing existing mature ficus trees and replacing with sustainable, drought-resistant plantings, irrigated by recycled water.
- **Asphalt Rubberized Hot Mix (ARHM):** Used recycled rubber for sustainability and is quieter than typical asphalt concrete.



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Categories: Traffic, Mobility & Beautification/Transportation

