

Sam Schwartz
706 S. Hill Street #1100
Los Angeles, CA 90014
(213) 221-0950
samschwartz.com



Move Culver City – Public Comments

Summary Statistics of Comments Received during Design Phase

Date: October 22, 2020 through January 1, 2021

The Move Culver City project launched an aggressive public engagement strategy to collaborate with community members during the design of the tactical mobility lane through downtown Culver City. Between October 22, 2020 and January 1, 2021, the City hosted 32 unique public engagement events in 70 days. These included virtual workshops, community project advisory committee meetings (CPAC), business roundtables, site visits (observing social distancing precautions) and one-on-one business meetings to discuss concerns of key stakeholders.

Over 300 comments from over 90 unique people were collected through emails, events, and the moveculvercity.com website during the public design comment period. A summary of those comments can be seen in Table 1. A list of all these comments can be found in the following pages.

Concurrent with virtual and in-person community events, the Culver City public relations team developed digital and traditional marketing and social media materials to advertise public events and the project itself. Media outreach between October 22, 2020 and January 1, 2021 can be seen in Table 2.

Table 1

Move Culver City Public Comments	
Total Engagements	32
Total Unique People	91
Total Comments	328
Comments by Type	
Traffic	81
Parking	28
Biking	67
Transit	35
Design Elements	33
Outdoor Dining	3
Other	81

Table 2

Type	Frequency	Reach	Date
Facebook	23	11,647	Nov/Dec
Instagram	4	660	
Twitter ad	8	10,837	
NextDoor	4	1,513	
Gov Delivery	2	6,695	11/25/2020 12/20/2020
Flyers	1	250	11/6/2020
Postcard	1	6,831 residents + 1,972 businesses	12/17/2020
1/2 Page Ad in CC Observer	1		11/5/2020

The following pages contain all public comments received from October 22, 2020 through January 22, 2021. A total of 377 comments have been received during this period.

Attachment 3 - Summary Statistics of Comments during Design Phase and Table of All Comments Received

#	Name	Date Received	Business / Organization + Title	Comments	Engagement Event
1	CPAC	10/22/2020		Red lines should be muted because it draws the eye to those lines	CPAC 1
2	CPAC	10/22/2020		Preference for green branding	CPAC 1
3	CPAC	10/22/2020		Branding is busy and abstract, doesn't identify with the way Culver City interacts with the region at large	CPAC 1
4	CPAC	10/22/2020		Tactical sounds temporary whereas this pilot is meant to be permanent and the brand should reflect something more permanent	CPAC 1
5	CPAC	10/22/2020		How do the conditions related to the pandemic affect the data collection and the meaning that can be derived from the data?	CPAC 1
6	CPAC	10/22/2020		Is this project dependent on finding a source of funding?	CPAC 1
7	CPAC	10/22/2020		How much of the timeline will be impacted by community feedback?	CPAC 1
8	CPAC	10/22/2020		General concern for the response of people who commute into the city via Washington who are not using the transit system.	CPAC 1
9	CPAC	10/22/2020		Dia can offer community members swag for their participation tonight.	CPAC 1
10	CPAC	10/22/2020		For businesses / workers that are coming in via car, can there be a park-n-ride solution for drivers who are coming from a distance that is not nearby/not in the community?	CPAC 1
11	CPAC	10/22/2020		Has the direction been decided, such as dedicated bus lanes?	CPAC 1
12	CPAC	10/22/2020		Most businesses are supportive of the project, but some are concerned about access, for example: Culver City Toyota and Honda (service department for Honda is along the corridor)	CPAC 1
13	CPAC	10/22/2020		When addressing the mobility lane on Jefferson, we should be cognizant the equity issue along Jefferson for when that corridor takes place	CPAC 1
14	Goran Eriksson	10/27/2020		On November 19th when you bring this back, could you also have a suggestion of where we might find the money, that would help. Maybe there is a few alternatives or options or grants or we have to raise funds. At least give us a few options because that might help to actually move the project quicker forward	Mobility Subcommittee 1
15	Ken Mand	10/27/2020		The Eastern boundary of this Circulator project per the direction from council, was, for Phase 1, to go to little La Cienega Ave. And that's what we planned, the lane closure for the business recovery on Washington Blvd was playing to tie in perfect with that location for the turnaround. It's not much more money than the original Hutchison idea. I want to be certain that the expectation of the community is that the eastern boundary of this is little La Cienega, and not part of a contingent funding component. It is very important that this Circulator project and this road to little La Cienega are council's direction in July.	Mobility Subcommittee 1
16		10/27/2020		The map on the website has the Arts District labelled as the Helm's District, which is a little sensitive.	Mobility Subcommittee 1
17	David Metzler	10/27/2020		Outdoor dining closure- good pilot project that we are trying to solve the issues with people driving down there that the SBBL will have similar issues. I wanted to suggest that maybe we paint red on the ground at the entrance to that downtown lane. Maybe put up a sign for the minimum fine if somebody drives down there in a private car.	Mobility Subcommittee 1
18	David Metzler	10/27/2020		I've seen in other cities that some buses have the ability to do photo enforcement where the bus driver and take an image of somebody who's violating that bike/bus lane	Mobility Subcommittee 1
19	David Metzler	10/27/2020		Maybe combine committee meetings so that the business and the community and the mobility may have a joint meeting some time so that everybody can see what everybody else's issues are	Mobility Subcommittee 1
20	Eric Shabsis	10/27/2020	Hackman Capital/Culver Studios	Several robust environmental documents were engaged for some of the largest projects in the downtown and Arts District, namely Culver Studios, Apple project, and both of Joey Miller's projects, and the Ivy Station project. I'm curious as to how the assumptions and the environmental reports for those projects are going to be taken into account as lanes are decommissioned under this plan and in particular with several tangent tens of thousands of new employees descending upon the downtown area, some of which will still be dependent on the automobile. And the access in particular to Culver Steps and Culver Studios from the north and from the west currently is not accessible due to the pilot lanes and those impacts on those businesses	Mobility Subcommittee 1
21	David Cole	10/27/2020		Bike Culver City and Women on Bikes Culver City. Neither of us have received any outreach on this. We would like to be involved and if we're not stakeholders then I don't know who is.	Mobility Subcommittee 1
22	David Cole	10/27/2020		Regarding the existing pilot on Culver Blvd, the electric gate was installed last week. It has already been hit by cars at least four times that I'm aware of. There is already a lot that we can learn from our pilot that's going on right now	Mobility Subcommittee 1
23	Eric Shabsis	10/27/2020	Hackman Capital/Culver Studios	There is still some need for vehicular entrance into the Culver Studios, and quite frankly a city-owned parking garage. There is no access from the east or from the north. At this point COVID and the lack of people coming in, it may work. Will all of the vehicular lanes.	Mobility Subcommittee 1
24	Michael Hastings	10/29/2020	Toyota/Honda	The reason people put their businesses on Washington is for cut through traffic brings customers	Business Roundtable 1
25	Michael Hastings	10/29/2020	Toyota/Honda	Concerns for traffic impacts on surrounding streets	Business Roundtable 1
26	Michael Hastings	10/29/2020	Toyota/Honda	Concerns for following CEQA guidelines on studying traffic impacts	Business Roundtable 1
27	W Marks	10/29/2020	Helms Baker	Interested/concerned in morning hour traffic (from DT to Helms bakery), how will reducing lanes will impact pre-covid volume conditions?	Business Roundtable 1
28	W Marks	10/29/2020	Helms Baker	Feel comfort knowing this is a pilot so TML can be removed if volumes and congestion return	Business Roundtable 1
29	George Montgomery	10/29/2020	Culver City BID	7-10K traffic to be expected with new developments / 70% of traffic is cut-through traffic	Business Roundtable 1
30	George Montgomery	10/29/2020	Culver City BID	This is about MOVING people and shifting trip modes from SOV to high capacity modes	Business Roundtable 1
31	George Montgomery	10/29/2020	Culver City BID	Transit frequency is key - Circulator will augment existing transit service on corridor	Business Roundtable 1
32	Maggie McEldowny	10/29/2020	Warner Studios (Ivy S	Behavioral change with new bike riders, expects novice riders to be on the streets	Business Roundtable 1
33	Maggie McEldowny	10/29/2020	Warner Studios (Ivy S	Prefers protected bike lanes and wants bike maintenance facilities on corridor	Business Roundtable 1
34	Maggie McEldowny	10/29/2020	Warner Studios (Ivy S	Consider engaging LA County Bike Coalition	Business Roundtable 1
35	Darrel Menthe	10/29/2020	Downtown BID	Bike theft is a huge problem. Especially at the Expo station. Can we include the possibility on-demand bike valet stations as part of this model? Free of charge	Business Roundtable 1
36	Patricia Bijvoet	11/7/2020	UPLA Studio	Interactive map: on my mac I am not able to submit something: there is no box to check. So I cant prove I am not a robot, nor can I drop a marker....	website
37	Sirinya Matute	11/9/2020	City of Santa Monica	For now I just want to commend the work effort. Back in 2008, I did traffic counts and an analysis of the trifecta intersection at Ince/Washington/Culver for a traffic engineering course at UCLA. My team included Becca Kalaukas (WSP transportation planner) and David Kriske (Asst. Director, Planning for City of Burbank.) So we're excited for you, Culver City! -Sirinya Matute	website

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38	Kipp Skaden	11/11/2020		Traffic will return to CC as the Covid 19 problem is overcome. We have lived on Braddock near downtown for 40 years. For more than a decade we have seen traffic grow to a problem on Braddock and stop during rush hour with traffic apps like "Waze". As each council candidate stops at our house and asks for our vote we tell them reducing traffic on Braddock would be one of our priorities. This has not been done. As you close down Washington and Culver I am not convinced you will not create a bigger problem for us with traffic on Braddock. Have you dealt with this possible consequence? As a couple we are to old to use most public, micro transport or to bike. However the mover between Sony and the light rail station will help us.	website
39	Michael Monagan	11/11/2020			website
40	David Metzler	11/11/2020		Does 60 feet include the trees / median in the arts district section of Washington - do we need to design to include that, or are those trees staying no matter what?	CPAC 2/Workshop 1
41	Sylvia Bianchi	11/11/2020		Will the circulator be enclosed or open?	CPAC 2/Workshop 1
42	Hope Parrish	11/11/2020		I am just curious who this will address all the new employees coming to the Culver Studio every morning and also HBO on Washington... This will be a huge impact on our traffic we have already prior to Covid... We had the trolley before and I am glad to see it come back but when you say park once - where do these people park first? In the Center of Culver City at Amazon / Culver Studios? We enlarged our sidewalks with the redevelopment of Downtown... How do we squeeze more lanes in?	CPAC 2/Workshop 1
43	Hope Parrish	11/11/2020		How many vehicles would this accomodate per hour?	CPAC 2/Workshop 1
44	Michael Hastings	11/11/2020		As this test moves forward, where will the bulk of the existing be forced to travel? Through the residential neighborhoods?	CPAC 2/Workshop 1
45	Michael Hastings	11/11/2020		Yes, but possibly losing 2 auto lanes and the turning lanes. The existing traffic will go somewhere.	CPAC 2/Workshop 1
46	Hope Parrish	11/11/2020		Pre covid we did not have the Amazon studios open with employees... They will be opening up next year with over 2000 employees coming to work. How do they get to the Center of Section C?	CPAC 2/Workshop 1
47	Hope Parrish	11/11/2020		How many employees does the Culver Studios expect after construction is complete to report to work each day?	CPAC 2/Workshop 1
48	Michael Hastings	11/11/2020		In all traffic pattern revisions we have ever seen, the traffic counts are taken prior to the execution by a traffic study. The proposed concept could cause massive traffic back ups and business interruptions. Plus, this test period is during Covid not normal commute scenarios.	CPAC 2/Workshop 1
49	Hope Parrish	11/11/2020		What will be the impact on our local businesses???	CPAC 2/Workshop 1
50	Thomas Meloth	11/11/2020		The problem with bike lanes is that you need to live close enough to want to ride to work everyday, that's Sorry for being lates to the call, so perhaps you've gone over this, but probably less than 20% of workers in the area. So I'd suggest we combine the bus and bike lane	CPAC 2/Workshop 1
51	George Montgomery	11/11/2020		The best place to get bandwidth for Amazon is to reduce the bandwidth to discourage cut thru. it sounds counterintuitive, but one less car lane will mean more vehicle bandwidth for Amazon. Using the other lane for bikes and this (Not a bus- trolley- which we haven't discussed how the circulator will also make more options other than single passenger car available to locals and commuters	CPAC 2/Workshop 1
52	George Montgomery	11/11/2020		Two lanes for cars will encourage the continued 70% cut thru. Dedicated bus and bike will also significantly reduce local school traffic once it returns	CPAC 2/Workshop 1
53	Ken Mand	11/12/2020	CPAC	In the past we have discussed reducing the speed limit on Washington and I mostly understand the process, challenges and findings that are necessary to do so permanently. As related to the tactical mobility lanes, can we temporarily reduce these speed limits and post signs for reduced speed to 25mph? Even if this new limit creates issues with enforcement, it would still make things a lot safer.	Email
54	Art Nomura	11/12/2020		Here's a follow up street design for Culver Downtown. One glaring omission from the street configuration choices provided last night was the lack of any on-street dining. I'm pretty sure that the commercial sector does not want to give up the outside dining they have gained. It has proven to be a much needed economic boon for them which would hopefully continue post-Covid19. With that critical factor in mind, here is another imagining of the space. This version allows for buses and LOCAL TRAFFIC ONLY to use the east and westbound motorized traffic lanes. When the buses stop to let passengers on or off, the traffic behind the buses would stop and wait until the buses were moving again. Therefore, motorized traffic on Culver would, of necessity, be traveling slowly through downtown offering a disincentive to speed-seeking cut-thru traffic. It would also allow access to the Culver Studios, and drop off/pick-ups from the hotel and eateries. Bicycles would take over the current tactical mobility lane, and have their own protected lanes.	Email
55	David Coles	11/12/2020		For the Culver Blvd segment, please be aware that there was a competing plan proposed this past summer which warrants revisiting, especially in light of the failure of the shared bus/bike lane to keep car drivers out. The proposed plan would move two-way traffic to the south side of Culver Blvd and would open the north side of Culver Blvd for pedestrians and micromobility users. Physical barriers (e.g. water-filled K-rail) would prevent cars from entering the northern part of Culver Blvd, but permeations would allow pedestrians, cyclists, etc to enter. My proposal for Washington Blvd and the alternative proposal for Culver Blvd do not represent official Bike Culver City preferences; in the case of the former, it is my own preference, for the latter it is just a concept I feel should be discussed and considered.	Email
56	Toyota/Honda	11/13/2020	Toyota/Honda	Honda 110 employees, Toyota 200 employees Queue for service backs up on Washington, 8:00 - 10:00 and 1:00 - 3:00 are the peak times Middle turn lane is not that important. Loading can be done on other access points.	Field Meeting - Toyota
57	Karney Propoerties	11/13/2020		Driveway at Dreamworks needs to have access	Field Meeting - Karney Properties
58	Art Nomura	11/13/2020		Art - national and Washington scramble. Landmark would be a nice place to do a fancy x walk Robertson could have a nice x walk	MOVE Culver City Tour
59	Mary Daval	11/13/2020		Mary - the gutter should not be included in the bile lane Tie in current public art and hi light that it as an arts corridor. Look at a bike lane through the plaza by the culver steps Look at the Robertson corridor as well	MOVE Culver City Tour
60	Jack Nathan	11/13/2020	Runyon Group	Washington at Landmark bus stop relocated to far-side curb Will send plans to Elaine of new building on Washington Blvd	Field Meeting - Platform
61	MOVE Culver City Tour	11/13/2020		City should plan for bike lanes on Robertson to connect to the Expo Line Bike Path Extension	MOVE Culver City Tour
62	Ryan Smith	11/13/2020	Hackman Capital	Closed Main Street cuts off access to main parking garage	Field Meeting - Hackman Capital
63	Ryan Smith	11/13/2020	Hackman Capital	3,000 parking spaces, 5,000 employees when fully open	Field Meeting - Hackman Capital
64	Ryan Smith	11/13/2020	Hackman Capital	All tenants probably open by Dec 2021	Field Meeting - Hackman Capital
65	Sony	11/13/2020	Sony	They have a shuttle during normal times as required by development agreement	Field Meeting - Sony
66	Sony	11/13/2020	Sony	They can give us internal mode numbers	Field Meeting - Sony
67	Sony	11/13/2020	Sony	Normal campus population across both sites is 3,500 - 5,000 (campus 1), 900 (campus 2)	Field Meeting - Sony
68	Sony	11/13/2020	Sony	600 spaces at campus 2 80-90% utilized	Field Meeting - Sony
69	Sony	11/13/2020	Sony	Concerns about curbside lane with exit	Field Meeting - Sony
70	Sony	11/13/2020	Sony	Sight distance concerns	Field Meeting - Sony
71	Sony	11/13/2020	Sony	Turning movements (from center lane)	Field Meeting - Sony

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72	Sony	11/13/2020	Sony	"What analysis are being done for this"	Field Meeting - Sony
73	Sony	11/13/2020	Sony	Consider on location filming	Field Meeting - Sony
74	Sony	11/13/2020	Sony	They have a certain color green that works for them. Follow up with exact colors	Field Meeting - Sony
75	Sony	11/13/2020	Sony	Need to set up meeting with Film LA to get report showing common filming locations along the corridor	Field Meeting - Sony
76	Ken Mand	11/13/2020	CPAC	Locations for art crosswalks; Helms, Catragus, La Cienega Ave, Melville	MOVE Culver City Tour
77	MOVE Culver City Tour	11/13/2020		Don't remove turn lanes	MOVE Culver City Tour
78	Michelle McManus	11/13/2020		Consider ped crossing at La Cienega Ave	MOVE Culver City Tour
79	Peggy Koyanagi	11/13/2020		3 schools west of Culver City	MOVE Culver City Tour
80	Peggy Koyanagi	11/13/2020		Cut through traffic at Helms/Can anything be done her with signal timing?	MOVE Culver City Tour
81	Mike Downes	11/13/2020		Consider driveway got Dreamworks	MOVE Culver City Tour
82	Jack Nathan	11/13/2020	Runyon Group	Will verify if ok to remove parking	Field Meeting - Platform
83	Jack Nathan	11/13/2020	Runyon Group	Wants to know if ok to relocate bus to far side of street	Field Meeting - Platform
84	Jack Nathan	11/13/2020	Runyon Group	Showed future alignment of new parking garage	Field Meeting - Platform
85	Jack Nathan	11/13/2020	Runyon Group	1. A bike line on the south side of Washington (in-front of Platform) a. We are on-board for this, understand the meter spaces on Washington will go away and would love for it to happen	Field Meeting - Platform
86	Jack Nathan	11/13/2020	Runyon Group	2. Taking the turn-in lane for out new project at 8888 Washington into account in the design plan a. I sent over the street plan a few weeks back, let me know if you would like me to re-send	Field Meeting - Platform
87	Jack Nathan	11/13/2020	Runyon Group	3. Bus Stop at Washington/Landmark a. If possible, and with the bike line, we'd love to relocate the stop. Being right at the light in such a high traffic area creates a lot of congestion in non-COVID times	Field Meeting - Platform
88	Jack Nathan	11/13/2020	Runyon Group	4. General art/design a. We are open to the idea of more art focused pedestrian crosswalks. It seemed like that might be rolled out after phase I is completed?	Field Meeting - Platform
89	Polly Beale	11/15/2020	A Very Good Agency	I'm trying to understand what a Circulator service is. There's no explanation of this on the site. Is it the extra bus that they want to put in place? This confuses me as there are already multiple buses that take passengers from the Metro along Washington to Overland at least. Also has this project taken into account the fact that most of the new (and older) offices in Culver City are now empty and how most Planners and Architects are currently re-envisioning workspaces post Covid as the trend appears to be a major shift to continued WFH. How is this factoring in the planning? Thx	website
90	Daniel Haskell	11/16/2020	UCLA instructor, US EPA staff, South LA resident	We need protected bike lanes along Centinela Ave between Green Valley Circle and Mesmer Ave. If you google the City of Culver City map its the southern border of the city. Are you familiar with this corridor of the Culver City? It has bike lanes on each side but they are not protected. If you are bike commuting from the east or South LA you must go down this corridor to get to the Westside. This is a dangerous area for bike commuters and an unavoidable corridor for people who live and work in Culver City but reside in South LA. Please let's discuss what can be done to make this dangerous intersection more suitable for bike commuters.	website
91	CPAC	11/18/2020	Arts District	Concern if bike/bus lane is parking-protected, then RT lanes at each intersection would cause conflict with thru lane. How will intersections be treated with parking-protected mobility lane?	CPAC 3
92	CPAC	11/18/2020		Culver Blvd/Main Street – would providing WB vehicle access on Culver Blvd solve this issue of accessing Culver Steps parking garage?	CPAC 3
93	CPAC	11/18/2020		Is fixing the bus/bike/EV lane part of this group's scope? YES	CPAC 3
94	Sylvia Bianchi	11/18/2020	Executive Director of Downtown Business Association	Concerned for loss of street parking; people often come downtown for short trips and wouldn't use a parking structure for that	CPAC 3
95	David Coles	11/18/2020		The whole purpose of this project is to make other modes of transportation more convenient, so more people will prefer not to drive their cars everywhere."	CPAC 3
96	Colin Diaz	11/18/2020	Executive Director and CEO of Culver City Chamber of Commerce	Concerned for who will benefit from the Circulator and how that will reduce traffic congestion if 70% of the traffic is "cut-thru" traffic.	CPAC 3
97	CPAC	11/18/2020		Covid has the potential to change driver behavior permanently	CPAC 3
98	BPAC	11/19/2020		Prefers the options with separated bike lanes,	BPAC Meeting week of 11/9
99	BPAC	11/19/2020		Identify ped improvement and potential for a scramble at Washington/National	BPAC Meeting week of 11/9
100	BPAC	11/19/2020		Landmark and Robertson intersections could be great opportunities for enhanced crosswalks.	BPAC Meeting week of 11/9
101	BPAC	11/19/2020		Opportunity to make a public art corridor; highlighting current public art, new installation spaces, and creating a thematic connection	BPAC Meeting week of 11/9
102	BPAC	11/19/2020		Connection to Expo bike path can be improved	BPAC Meeting week of 11/9
103	BPAC	11/19/2020		Look at bike connections under Culver E-Line station	BPAC Meeting week of 11/9
104	David Coles	11/19/2020		Hello, all. I heard either Joe or Tony state last night that the source of cars illegally entering the Culver Blvd shared bus/bike lane is those making a left turn from Washington. In fact, many of the scofflaws are coming straight from points east on Culver Blvd. And another fraction of the scofflaw drivers are turning right from southbound Cardiff Ave. We have proposed painting the shared lane red and removing the confusing "EV" sign. I am sure there are additional ideas that you professionals may have. Traffic enforcement, while important, has not been effective, as most of the violating drivers do not realize they are breaking the law. Bike Culver City will not support a plan that reduces the amount of space for outdoor dining; pitting cyclists against the restaurants is a lose/lose. We favor a plan that either solves the problem of scofflaw drivers entering the bus/bike lane or restores westbound car traffic to the south side of the boulevard.	Email
105	Goran Eriksson	11/19/2020		Have we done any thinking about how it might affect our bus line? Have we done any thinking on what the ridership might be, and what's the potential?	Mobility Subcommittee
106	Thomas Small	11/19/2020		Wherever you can, you want to have a separated bike lane, even seaparated from the bus with delineators, as often as you can. That's what's going to get maximum usage out of bike lanes and bikes. There are a lot of folks with kids who might be able to use this to go to school, and they might be able to use the Circulator to go to school too. The more we can get that, the more cars we know are off the street. Having each of these things designed with that intention, how can it be optimized for families and kids.	Mobility Subcommittee

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107	Thomas Small	11/19/2020		I would love to see the Circulator expand to Overland. Of course that's going to be a budget and design issue, but ultimately I think it would probably pay for itself and serve us better.	Mobility SubCommittee
108	Thomas Small	11/19/2020		- o Technical advisory general plan update – interesting suggestion about the idea of and make it 3d vehicle – craig xxxx - o Lecture series – on mobility in culver city - o Envoy – alternative transit company that is based in Arts District – all electric - o John Risan – part of the general plan and chief curator of co-motion	Mobility SubCommittee
109	David Cole	11/19/2020		Regarding Culver Blvd where all the expanded outdoor dining is, I wanted to remind the mayor and councilman Small about one option which didn't come up today. It would involve opening the South side of Culver Blvd to two-way car traffic and closing down North side of Culver Blvd to cars. Main objection is this would be complicated with signals and they would have to be covered up and turned into 4-way stop signs.	Mobility SubCommittee
110	Eric Shabsis	11/19/2020	Hackman Capital/Culver Studios	Remind folks a number of issues – continue to take into account that this project: - oNeed to continue monitor the program as people won't be there for two years - oPermanency is critical - oCulver Studios is doing the largest TDM program in Culver City; there is still lots of people that they have to drive – almost impossible to get by public transit. They just have to come by car and to culver streets easily. If there is 20% mode shift from cars, you are still talking about over 2000 cars in the peak hour. - oImportant to see how to get to the studio; have to keep thinking about this - oInce and culver steps garage – we agree with David cole, the moment when people come in office in culver steps, it really is not ideal not having access to the east. The what it is now at Culver Blvd is not same as what was discussed in DBA and will be contrary what was discussed and not right for entitlement process.	Mobility SubCommittee
111	Ken Mand	11/19/2020		- oSection C – might be pushing the limit too far and need to reconsider the initial design - o70% cut through – will still allow a few thousands cars to get into downtown - oLeft turn pocket at ince will serve studio nicely - oPainting in big plaza where it could be an attractive way	Mobility SubCommittee
112	Peggy Koyanagi	11/19/2020		- oExcited to hear circulator is coming to Arts district - oWonder why it turnaround at La Cienega Ave - oMore cars are cutting through Jacob. We really need help on	Mobility SubCommittee
113	Michelle Weiner	11/19/2020		- oCPAC & BPAC date - oBPAC is important and will be helpful in drilling down the details - oPerhaps we can do it during the studio hours and have a presentation and hear more from them - oCirculator and bus need dedicated transit lane, and bike lane when possible. - oThe circulator will be a big plus for the studio, ideal place for slow streets	Mobility SubCommittee
114	Jack Nathan	11/20/2020	Runyon Group	I wanted to follow up on the walk through I had with the design group last week. We discussed removing the 8 or so existing meter spaces on the south side of Washington Blvd in front of Platform to accommodate for a bike line. Our team is generally on board with that path forward.	Field Meeting - Platform
115	Jack Nathan	11/20/2020	Runyon Group	Additionally, we discussed moving the bus stop that sits just west of the light at Landmark/Washington due to the traffic it causes during usual non-Covid times.	Field Meeting - Platform
116	David Coles	11/20/2020		As a general rule, we at Bike Culver City favor separating bike lanes from bus lanes whenever possible, and minimizing switching concepts back and forth throughout the corridor. The system should welcome the most novice cyclists. We don't want perfect to be the enemy of the good, however.	BPAC / Bike Activist Meeting
117	David Coles	11/20/2020		Regarding Culver Blvd, we have a diversity of viewpoints within our group, so I may have spoken too soon in stating our opposition to reducing outdoor dining space. If we are pushed into a fight with the restaurants, however, it would put us in an awkward position, and we are reluctant to have that fight. If the restaurants are happy to give up two feet of space, we would love a separated bike lane.	BPAC / Bike Activist Meeting
118	David Coles	11/20/2020		To clarify my comment about delineators getting run over, yes, of course making sure they get promptly fixed is important. But the larger point is that this phenomenon makes clear that wimpy plastic bollards are not actually offering real protection; a car driver can easily plow over them and into the bike lane, and it happens all the time. We prefer robust delineators (planters, etc).	BPAC / Bike Activist Meeting
119	David Coles	11/20/2020		Didn't come up today, but as I said last Friday, I reject the repeated suggestion from Hackman Capital's Erik Shabsis that a best-case, most optimistic scenario would be 25% reduction of employees arriving by single-occupancy car. Amazon Studios could and should create incentive programs for their employees to arrive by transit, cycling, and carpooling. Cars fit at least five adults. If every employee arrived five-to-a-car, right there you remove 80% of their cars. Shabsis is not thinking imaginatively.	BPAC / Bike Activist Meeting
120	Andrew Leist	11/20/2020		I LOVE that the bikes are on each side of the street and moving the same direction as traffic. I think 2-way cycle tracks are less desirable, as some cyclists won't cross the street to get in.	BPAC / Bike Activist Meeting
121	Andrew Leist	11/20/2020		To make the shared bus/bike lane work on Westbound Culver we need to effectively route cars somewhere else. For example, on Westbound Venice there are 2 Left Turn lanes to Culver, but no mention that (for cars) Culver is blocked 100 yards later. Unless you're going to the Trader Joe's parking lot, cars must turn Right at Canfield and go back to Venice. Signage is needed at the Venice/Culver intersection indicating NOT to turn left if trying to go West. Re. Culver Blvd 1 - has the team considered where will ride share drivers stop? I don't want prioritize their needs, but we should consider the reality of rideshare in our planning.	BPAC / Bike Activist Meeting
122	Andrew Leist	11/20/2020		If outdoor dining is to continue long term, perhaps we can shrink the dining area on Culver after a vaccine is available and social distancing is no longer required. The area is large now to create required space between tables, but perhaps we can get agreement to give some space back for a bike lane when Covid is over.	BPAC / Bike Activist Meeting
123	Bubba Fish	11/20/2020		If the restaurants on Culver Blvd could spare the just 2 feet of space to protect that final stretch of the bike lane similar to what you showed in the designs on the opposite end of the street.	BPAC / Bike Activist Meeting
124	Eric Shabsis	11/20/2020		The traffic monitoring should go on beyond the pilot period to identify impacts when Culver Studios is at full usage.	BPAC / Bike Activist Meeting
125	Ken Mand	11/20/2020	CPAC	Arts District design should consider going with a lighter touch. Art component is going to be huge.	BPAC / Bike Activist Meeting
126	Peggy Koyanagi	11/20/2020		Such an exciting project. Can't wait for it to unfold. Thanks to Thomas Small for getting kids to school. So many young families that want to get to downtown on a call. Curious why protected bike route ends at the Arts District?	BPAC / Bike Activist Meeting
127	David Metzler	11/20/2020	DBA	For those working remotely or from home, there is an economic benefit to us if we can get to a lunch meeting in downtown CC or reach a client or vendor outside of the city in ways besides a car - especially since certain times of day there is so much gridlock a car is impractical. Dedicated transit and protected bike lanes would be very helpful during the early morning hours and late afternoon to get to a client urgently and provide us an option to bypass vehicle gridlock.	BPAC / Bike Activist Meeting
128	David Metzler	11/20/2020	DBA	I heard a concern about emergency vehicle access in a dedicated transit lane (this was outside of the Move Culver city meetings). I've also heard some desire to reopen Main Street to vehicle traffic at some point.	BPAC / Bike Activist Meeting
129	George Hewitt	11/21/2020	The Architects Colle	I'm a bike-commuter and I would love to see a safer Culver City especially on the major thoroughfares. Even as a pedestrian, crossing any street in Downtown Culver poses a wait and a challenge. By adding protected bike lanes throughout CC, I believe that in one fell swoop both the capacity for people moving through and overall safety would increase. Culver is far behind the example that Santa Monica has provided regarding alternative mobility. I'm in favor of reducing the extent pandemic-induced outdoor dining if necessary since there is enough room on the sidewalks to continue to offer outdoor dining and since street safety should be our largest priority. Creating a more walkable and bikable street creates a space that people would want to stay/shop/eat at. The bike lane would also make a great buffer from the noise of cars while outdoor dining.	website

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130	Mary Daval	11/24/2020		1. Would it be possible (or is it already planned) to extend/add the bike lanes on the eastern end of Washington? I am especially concerned about mirroring on the south side of the street what CC Public Works has already installed on the north side. This installation goes beyond the planned circulator terminus at La Cienega Avenue. I am concerned about this partly because	BPAC / Bike Activist Meeting
131	Mary Daval	11/24/2020		2. City of Los Angeles is in the process of changing street configuration on West Adams Blvd to include bike lanes that would stretch from Fairfax to Crenshaw. The LA intersection of Fairfax and West Adams is only 2-3 blocks (in CC) from Washington and La Cienega. We have the potential to activate a huge regional piece of connected infrastructure (minus a couple of blocks in CC). How can we help each other to achieve mutual goals of equity and connectivity? I will send a separate introductory email to my friend Yolanda Davis Overstreet who is active on transportation issues in the West Adams neighborhood.	BPAC / Bike Activist Meeting
132	Mary Daval	11/24/2020		3. Concern about teaching cyclists, drivers, bus drivers to safely switch between bike only, bus only, shared lanes, etc—in other words –how to safely switch between our different types of road design. How can we make sure people are well trained and using the new infrastructure safely and that the public perception is one of safety? There will be a need for very clear signage and striping that perhaps goes beyond the customary. What other processes and outreach can we use for this?	BPAC / Bike Activist Meeting
133	Mary Daval	11/24/2020		4. I appreciate that the team is taking seriously the potential public art component of this project. Beyond making new improvements that beautify the area (even temporarily) I'm glad that you are trying to include and acknowledge the already existing public art that is along the corridor. Here is a link to the city's list of public art projects. Unfortunately it doesn't list them by neighborhood or street so you just have to scroll through. https://www.culvercity.org/how-do-i/learn/public-art	BPAC / Bike Activist Meeting
134	Bill Winter	11/25/2020		Concern is that transit ridership is in decline so is it proper to take away general travel lanes to benefit so few of people	website
135	Steven Wallace	11/30/2020		N/A	website
136	Joel Falter	12/1/2020	KOA	I think walk audits and field tours should be conducted on a Saturday. It is not possible for everyone to take a few hours out of their work day to meet your team in the field. This reduces the opportunity for community members to provide input and feedback in the planning and design process.	website
137	Bubba Fish	12/1/2020		I think the North side was just painted red over the weekend	Studio Hours A
138	Rhonda Davis	12/1/2020		No street parking? Will the city provide additional parking structures	Studio Hours A
139	Rhonda Davis	12/1/2020		So one lane east/west on culver blvd?	Studio Hours A
140	Bubba Fish	12/1/2020		On the north side, with the shared bus bike lane, is there any give on the outdoor dining front to give way for a protected bike lane. (West of Lafayette) I know a lot of cyclists aren't super comfortable being in a shared lane with a bus.	Studio Hours A
141	Mary Daval	12/1/2020		Utilize the existing closed off restaurant space for a bike corral, anything that is not being used currently by the restaurants could be dedicated back to bike corrals, pedestrian space, shortening crossing distances, etc. (picture below.)	Studio Hours A
142	Bubba Fish	12/1/2020		Questions regarding the loading zones to the bus island. How will the conflict of bikes moving through the loading zone affect the bikes travel.	Studio Hours A
143	Diana	12/1/2020		How will general traffic be allowed to make right hand turns?	Studio Hours A
144	Bubba Fish	12/1/2020		Have there been any discussion about bike lights for priority crossing for bikes?	Studio Hours A
145	Rhonda Davis	12/1/2020		For filming, from the studio standpoint, this takes away space for trucks and equipment to park and locate themselves. Can we set up areas where these trucks will be able to park and offload for filming and equipment?	Studio Hours A
146	Leslie Scott	12/1/2020		The funky intersection, have we thought about that more? There is a lot of movement there, and the signals are so important especially on the more intense intersections. Traffic control is good to see on the drawings when there are this many modes of movement.	Studio Hours A
147	Leslie Scott	12/1/2020		Will there be recommendations for signal timing or stopping movements specifically for this intersection?	Studio Hours A
148	George Montgomery	12/1/2020		Will the North side of the shared bus bike lane be painted red. It's not working the best at keeping cars out, the red paint reminds that cars are not supposed to be there.	Studio Hours A
149	Kathy Johnson	12/2/2020	Culver City Hotel	I am at The Culver Hotel. Even with the newly painted red bus lane only on the street, many cars go fast down this lane. As there are no lights, the speed is excessive. When I cross Main Street I have to stop and proceed with extreme caution. How do we improve the Downtown CC/ hotel/dining corridor to prevent a tragic accident.	Business Roundtable 2
150	Rachel Hyden	12/2/2020	Apple	Apple runs a couple shuttles every morning from the Expo Line, currently using a different route, but might consider switching to Washington/Culver if Mobility Lane were open to private shuttles	Business Roundtable 2
151	George Montgomery	12/2/2020		Perhaps the trouble with WB Culver Blvd is because it's currently showing open in Google Maps Consider a commuter survey (where people come from & their modes) to better design TDM program	Business Roundtable 2
152	Michael Hastings	12/2/2020	Toyota/Honda	WB queuing on Washington Blvd very important for the car dealerships on Washington	Business Roundtable 2

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153	Maya Mallick	12/2/2020		- What is the design direction of the new elements that will be introduced into the cityscape with all of these upgrades? Does the City plan to incorporate some of the architectural and creative talent in our city to weave into this process in order to tell our story? It would be great to have more of an artisan feel rather than a more corporate or industrial look.	Business Roundtable 2
154	Kristen Cavanaugh	12/2/2020	Sony	- I've shared this with some on the team, Sony would like ask that the new corridor also be film-friendly, i.e. allow for production vehicle parking and location filming with removeable delineators, removable bike stations, etc.	Business Roundtable 2
155	Phil Olsen	12/2/2020		Hello! Thanks you for the Segment C discussion (Washington b/w Ince and Landmark) today. I didn't grab the link to Dana's jamboard before leaving Zoom unfortunately... are you able to please send me the jamboard link? Thank you!	Business Roundtable 2
156	Mary Daval	12/2/2020		I think the zone coming up to the intersection is in front of shops that don't take any of the restaurant seating, more space for bike lane.	Studio Hours B
157	Dia Turner	12/2/2020	Culver City Staff	Valet stretch needs to be that long to facilitate large event drop-off spaces.	Studio Hours B
158	Mary Daval	12/2/2020		Looking at the turnaround yesterday, and realized how underutilized it is. I agree that it could be somehow encouraged to be utilized in that way.	Studio Hours B
159	Bubba Fish	12/2/2020		Regarding the mixing area between the valet and the shared space for the bus transit, is there a way to maintain a dedicated bike space without mixing everything?	Studio Hours B
160	Eric Shabsis	12/2/2020		We really appreciate the preservation of at least one vehicular lane, and its critical for the operations of Culver Studios. Unfortunately, we are not at New York levels of alternative vehicular use of employees, and we need that one lane maintained, and in both directions. Without a west-bound lane on Culver Blvd, it makes it very difficult for people to get West and out of the downtown area.	Studio Hours B
161	Eric Shabsis	12/2/2020		Even though there are phenomenal opportunities with the Metro E Line being so close to the studios, there are still many limits to commuting to Downtown Culver without a car. Full occupation of the studios isn't even anticipated until 2023, we won't know the full impacts of the full vehicular traffic load until after the pilot is complete	Studio Hours B
162	Eric Shabsis	12/2/2020		Does that treatment end post pandemic when we re-introduce that lane?	Studio Hours B
163	Bubba Fish	12/2/2020		Is it decided at all that Westbound will have to reintroduce a vehicular traffic lane?	Studio Hours B
164	Bubba Fish	12/2/2020		This section feels like a missed opportunity, I ride my bike past regularly, not having a protected bike lane feels like a missed opportunity. I really would like a protected bike lane across this section.	Studio Hours C
165	Ken Mand	12/2/2020	CPAC	Couldn't traffic be redirected to have the entrance to Sony studios be transferred to Garrett and enter the back gate to that Sony parking lot? It seems like there is a very good alternative to going the other way.	Studio Hours C
166	Phil Olsen	12/2/2020		Do we know how the other Sony Studios entrances are being utilized?	Studio Hours C
167	Ken Mand	12/2/2020	CPAC	Left turn off of Washington onto Higuera is extremely important. Heading Westbound we definitely need it.	Studio Hours C
168	Phil Olsen	12/3/2020		Hello! Thanks you for the Segment C discussion (Washington b/w Ince and Landmark) today. I didn't grab the link to Dana's jamboard before leaving Zoom unfortunately... are you able to please send me the jamboard link? Thank you!	website
169	Darrel Menthe	12/3/2020	DBA	The future of Culver Blvd (post pandemic) should be determined in separate meetings and not within this project scope. Many people will want to weigh in on the future of Culver Blvd.	Design Meeting - DBA 1
170	Darrel Menthe	12/3/2020	DBA	What will the valet and loading activity be like?	Design Meeting - DBA 1
171	Darrel Menthe	12/3/2020	DBA	Will cyclists be allowed to bike into the town plaza rather than stay on the roadway? Could this be a dismount zone?	Design Meeting - DBA 1

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172	Darrel Menthe	12/3/2020	DBA	There are some areas of Outdoor Dining that are underutilized. This could be a place for bike valet (or bike racks).	Design Meeting - DBA 1
173	CTGLA	12/3/2020	DBA	Where is the data that supports this project? What is the expected mode shift and utilization of these bike /bus lane?	Design Meeting - DBA 1
174	Sylvia Bianchi	12/3/2020	DBA	There is no interest in reducing outdoor dining	Design Meeting - DBA 1
175	Sylvia Bianchi	12/3/2020	DBA	Some restaurants have actually requested more outdoor dining space	Design Meeting - DBA 1
176	DBA	12/3/2020	DBA	Can we reinstall the west crosswalk?	Design Meeting - DBA 1
177	Toyota/Honda	12/3/2020	Toyota/Honda	Doesn't like combined bus/bike lane	Design Meeting - Toyota
178	Toyota/Honda	12/3/2020	Toyota/Honda	How will drivers entering 3 north driveways not block bus lane/bike lane?	Design Meeting - Toyota
179	Toyota/Honda	12/3/2020	Toyota/Honda	Look at Willet Ave/Hoke Ave for additional Toyota/Honda car storage	Design Meeting - Toyota
180	Toyota/Honda	12/3/2020	Toyota/Honda	When Venice Blvd strip mall is redeveloped, there might be a way to utilize/repurpose parking space for Honda/Toyota	Design Meeting - Toyota
181	Toyota/Honda	12/3/2020	Toyota/Honda	Can we utilize center turn lane and shift the bus/bike lane over?	Design Meeting - Toyota
182	Anna Diga Jacobson	12/3/2020		Very important to provide protected bike facilities. There are many	BPAC
183	Robyn Tenensap	12/3/2020		How many buses will be using the mobility lane? Can the bike and buses share the lane if it's minimally used by transit vehicles	BPAC
184	Art Nomura	12/3/2020		How will the bus and bike interact within the shared bus-bike lane? This should be transmitted to cyclists and creates a more predictable movement for bus drivers.	BPAC
185	George Montgomery	12/3/2020		Can we do a commuter survey for people traveling to/from Culver City and their mode choice to determine who will use the Circulator and who can switch modes?	BPAC
186	George Montgomery	12/3/2020		We need to preserve Arts District parking. Would love to hear the inventory of parking capacity	BPAC
187	George Montgomery	12/3/2020		Having a lane for buses and bikes to share that's not for vehicles is a huge win!	BPAC
188	Travis Morgan	12/3/2020		Washington Blvd C2 is critical for encouraging new transit riders and cyclists. Now that we've closed WB Culver Blvd, has there been a decrease in traffic volumes on WB Washington?	BPAC
189	Michelle Weiner	12/3/2020		PM biking on Washington is dangerous since WB setting sun is in drivers and cyclists eyes	BPAC
190	Bubba Fish	12/3/2020		I really appreciate the meetings we've had. I have noticed that we are talking more about driving commuters than we are talking about local residents	BPAC
191	Jim Shanman	12/3/2020		How can we get families to use neighborhood streets rather than Washington?	BPAC
192	Jim Shanman	12/3/2020		Family bus passes to encourage families to use the Circulator service?	BPAC
193	Jim Shanman	12/3/2020		What happens on the bike lane when it goes from protected to shared?	BPAC
194	Jim Shanman	12/3/2020		How will buses and bikes interact in the shared lane? Can we prioritize cyclists?	BPAC
195	Ken Mand	12/3/2020	CPAC	Really excited about this project and looking forward to reducing cut-thru traffic in Culver City. We need to find a sweet spot so that this can be a first step to a permanent multi-modal solution.	BPAC
196	Ken Mand	12/3/2020	CPAC	How will Arts District roads reduce to 1-lane in either direction	BPAC
197	Ken Mand	12/3/2020	CPAC	Can we install designated signs to direct bike-buses will be shared?	BPAC
198	David Metzler	12/3/2020		When is a good time to talk about the removal of street parking if not now, during COVID and with the Circulator?	BPAC
199	David Metzler	12/3/2020		How long are vehicles allowed into the bus/bike lane conflict zones?	BPAC
200	David Coles	12/3/2020		I want continuous protected bike lanes	BPAC
201	David Coles	12/3/2020		Most parents with children will not ride in shared bus/bike lane	BPAC
202	Travis Morgan	12/4/2020		I wanted to echo David Metzler's comments regarding parking in the Arts District. Is the circulator going to be free? Could it be promoted by local businesses as a "parking shuttle" for their customers? Public Works informed me that the Trader Joe's parking lot is never at full capacity. This is right along the route and could serve a much broader community if the circulator could serve as a shuttle for customers!	website
203	Ivy Station	12/4/2020	Ivy-Station	What is the Circulator and what does it entail?	Design Meeting - Ivy Station
204	Ivy Station	12/4/2020	Ivy-Station	How will this project & Circulator impact the outdoor dining and drop/off pick up on curb at Washington/National corner?	Design Meeting - Ivy Station
205	Ken Mand	12/4/2020	CPAC	That is a major right hand turn movement. It would be great if we could put up a local traffic only sign on Helms moving South.	Studio Hours D
206	Bubba Fish	12/4/2020		If we do the shared bus lane with cars that are turning, its not a configuration that I've seen a ton. I'm concerned that people will see that and think the bus lane is more of a suggestion. It's not just a major intersection for motorists.	Studio Hours D
207	Ken Mand	12/4/2020	CPAC	I think the entire stretch to what Bubba is saying, I think we could space out bollards between the bus/bike lane and the travel the entire stretch down to help keep cars out of the bus/bike lane.	Studio Hours D
208	Roman Chiu	12/4/2020		Are there any other options along this stretch from Helms to Wesley, is there any options for that center lane area?	Studio Hours D
209	Mary Daval	12/4/2020		Just before Helms, im potentially sharing with buses and cars that are turning right, and then when I cross Helms I am having to share with the bus lane. I want to make sure that is very clear where bikes go, and who has the right of way. Im concerned about the speed of cars, and how cyclists are going to know what to do in a safe way.	Studio Hours D
210	Mary Daval	12/4/2020		Is there something we put graphically on the street to alert bicyclists that they don't have to be aligned to the right side of the street anymore and to take the center of the bus lane.	Studio Hours D
211	Bubba Fish	12/4/2020		If this is a tactical project, why water this thing down and start with the more aggressive bold approach, and encourage mode shift to the fullest and see what happens. To just share from the start seems like an early compromise.	Studio Hours D
212	George Montgomery	12/4/2020		At first its going to be very complicated because behaviors, GPS, etc. A lot more cars are going to choose to go to Venice for East/West traffic. What is our real flexibility in this plan, is there a cones only version that we can do? Cones only before paint to maintain true flexibility?	Studio Hours D

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213	Phil Olsen	12/4/2020		Has there been any consideration of putting a scramble crosswalk on National and Washington?	Studio Hours D
214	George Montgomery	12/4/2020		Back to Helms, with even what Mary was saying earlier, when you come Eastbound on Washington passing Helms, you can't really see around that corner, its literally going to be blind and then you're going to see parked cars, I think that that is kind of dangerous. It's just a tough one if you drive or ride it. If you come around that corner the row of parked cars is gonna be a surprise right there.	Studio Hours E
215	Bubba Fish	12/4/2020		I am a resident of the arts district, living by Washington and National. I was curious last night because businesses use this and feel its important for them, I found that every study I found in removing parking in favor of protected bike lane it kept businesses stable or increased commerce for retail	Studio Hours E
216	Ken Mand	12/4/2020	CPAC	Unfortunately we don't have the real estate to make it all work. The door zones are a safety issue, I think there are also a lot of cycling safety issues form a visibility standpoint if parking is in the middle. And again, narrowing to one lane, and parking will stop all traffic. Deliveries will also be affected by curb extensions. Finding the sweet spot here and not pushing too hard along this stretch. Whenever we are riding Westbound in Culver City, we are taking the expo path.	Studio Hours E
217	Peggy Koyanagi	12/4/2020		If you're talking about helping the businesses in the neighborhood, I would love to ride my bike down the street close to Helms, and visit these businesses and feel safe down the corridor. For the people that live in the neighborhood, I would ride my bike every day to do that if it was safe. And in general, with this construction, does this bus bike lane mean that we can't go downtown anymore with our car?	Studio Hours E
218	Mary Daval	12/4/2020		I agree with you George, what sets this concept apart is the circulator, I think what we have to elevate is the circulator. How will that serve residents and employees in this area. When it comes to really discussing this with the public we need to elevate it. If we put the parking curbside, how do people access the bus stops?	Studio Hours E
219	Emelie Gerard	12/8/2020			website
220	Ken Mand	12/8/2020	CPAC	It's about providing options that work for everyone in the community. Whenever there is a RT lane, is a mixing zone required? What about calling the dedicated bus/bike lane a "Local Lane"?	Workshop 2
221	Jeff Morrical	12/8/2020		Can you explain why people are concerned about RT lane at Helms? // How will the Circulator U-turn at La Cienega Ave?	Workshop 2
222	Disa Lindgren	12/8/2020		I would prefer a green stripe across all of Washington Blvd, otherwise I'll ride out of the mobility lane.	Workshop 2
223	David Metzler	12/8/2020		Concerned about RT lanes being built in the Arts District – wont this encourage traffic in the neighborhood and slow down the transit lane?	Workshop 2
224	Michelle Weiner	12/8/2020		Really want a crosswalk at Hargis in Arts District	Workshop 2
225	Phil Olsen	12/8/2020		Can you explain the improvements proposed on Jacob Street (parallel to Washington Blvd in Arts District neighborhood) included in the Ped & Bike Action Plan (2020)	Workshop 2
226	Beth Lane	12/8/2020		Is it possible to change the speed limit at Culver Blvd in downtown? (to 25 mph)	Workshop 2
227	George Montgomery	12/8/2020		Can we post temporary 25mph speed limit signs. Can we re-measure peak and non-peak times to officially lower the speed limit.	Workshop 2
228	Michelle Weiner	12/8/2020		Can Culver City figure out a way for EB cyclists to have easier access to the Expo Station – install bike boxes as part of this project at EB Robertson and Landmark?? Utilize the Ivy-Lowe driveway for EB bike curb cut?	CPAC 4
229	David Coles	12/8/2020		For Arts District, are we prematurely eliminating an option that removes parking for both a protected bike lane and bus lane?	CPAC 4
230	Ken Mand	12/8/2020	CPAC	It's important to create a layout that works for all modes of transportation. Residents of the Arts District only have Washington Blvd for vehicles – gotta find a "sweet spot" for the project. Does not like the option of putting a parking protected bike/bus lane.	CPAC 4
231	Kristen Torres Pawling	12/8/2020		What is the issue that's bothering Honda/Toyota? I am skeptical that queueing is an issue. Can there be an operational improvement rather than an infrastructure improvement?	CPAC 4
232	George Montgomery	12/8/2020		The Arts District needs parking. Can we eliminate the parking later down the road?	CPAC 4
233	Michelle Weiner	12/8/2020		Can we paint the pedestrian and cyclist area across the crosswalk to improve visibility for the drivers exit/entering the Culver Steps parking garage? The driveway is not marked as a crosswalk.	CPAC 4
234	Ken Mand	12/8/2020	CPAC	Wayfinding will be important and emphasized so all users are safe.	CPAC 4
235	Summer McBride	12/8/2020		I am a Fox Hills resident and there are many students who walk and bike to the middle schools in the area; are there similar discussions that look at the roads in Fox Hills? We've had some pedestrian crashes in the neighborhood.	CPAC 4
236	Roman Chiu	12/8/2020		I live in the Arts District and participated in the TOD Visioning project. Can we create more bulb-outs in certain areas to increase pedestrian space / tighten up the street in order to reduce speeds and possibly reduce cut-thru traffic. How can we ensure cut-thru traffic in the neighborhood slows down?	Workshop 2
237	DBA	12/9/2020	DBA	1. For now, when getting to and around Downtown is already confusing, adding additional lanes that exclude cars will be a traffic squeeze that will further discourage visitors when we need them most. The worst thing for Downtown businesses is to be increasingly cloistered. Perhaps when everyone is back to work we can thrive only with the residents and business community, but for now we need visitors.	Email to CC Staff
238	DBA	12/9/2020	DBA	2. They are suggesting a "tactical plan" that they acknowledge will change when the Downtown is back to full strength. Why do the work twice when in April the conditions in Downtown will not be "normal" and thus will provide little workable empirical data.	Email to CC Staff
239	DBA	12/9/2020	DBA	3. At a time when local businesses, especially restaurants, are fighting for their lives, there is no reason to add this disruption (traffic, road work etc.) during the months when outdoor dining may return. Their plan even includes a recapture of space on the North side of Culver for a dedicated bike lane which we have previously stopped. Luckily, Charles Herberson made that point to the consultants.	Email to CC Staff
240	DBA	12/9/2020	DBA	4. The observations related to traffic and parking which have informed this plan were made, at their own admission, in the month of October. When things return to normal traffic and parking will not look like it did this October. The statistics they have used for parking meter utilization are irrelevant. We need those parking spaces on the south side of Culver when we're in survival mode	Email to CC Staff
241	DBA	12/9/2020	DBA	5. The Circulator is a great idea, but there is no need to start it until people are back to work in the Downtown. There is no value in the experiment of the Circulator if the conditions won't give us any usable information	Email to CC Staff

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242	DBA	12/9/2020	DBA	6. Do we have any indication that in the near term we will have a significant increase in bike traffic that will warrant such dramatic changes? Is there data on that?	Email to CC Staff
243	DBA	12/9/2020	DBA	7. Without additional curbs built to protect bike riders we believe there is a serious safety issue and they're not going to build curbs I don't think in the first plan. I was Downtown today for 5 minutes and no one is paying any attention to the red paint. It's actually somewhat comical as drivers realize they are doing something wrong...so THEY SPEED UP!	Email to CC Staff
244	DBA	12/9/2020	DBA	8. Here goes a pipe dream... As part of the plan, we would love to see the City look into the ability to park cars outside of the downtown where employees could leave their cars and use the Circulator to get to work (especially as the Circulator will be free). That could significantly reduce Downtown traffic. We understand that Amazon will have their own vans. Such a set up might work for them as well.	Email to CC Staff
245	Donna Washington	12/10/2020	Film LA	There are 320 days of production on the section between Madison and Duquesne Ave. Let's focus on that section. The bus boarding platform would not be good for the film industry and I've heard that people are often confused on how to use it (bus riders don't use it and bikes ride around it). Will the bus lanes be painted red and bike lanes green? This will be a huge problem for filming – we cannot film when there are green lanes. Can you only put the green paint only in conflict zones?	Design Meeting - Film LA
246	Kristen Cavanaugh	12/10/2020	Film LA	This will be a huge problem for filming – we cannot film when there are green lanes. Can you only put the green paint only in conflict zones?	Design Meeting - Film LA
247	Kristen Cavanaugh	12/10/2020	Film LA	Will the middle turn lane in front of Sony Animation be retained?	Design Meeting - Film LA
248	Kristen Cavanaugh	12/10/2020	Film LA	Will production parking be allowed on the corridor? If those parking spaces are not available, then production cannot film.	Design Meeting - Film LA
249	Donna Washington	12/10/2020	Film LA	Culver Blvd at corner of Culver/Madison is one of the most frequently filmed location in Culver City	Design Meeting - Film LA
250	Donna Washington	12/10/2020	Film LA	Culver Hotel is a historic 1920's building and frequently used by the industry. Colorful art (murals) & parking restrictions will make it difficult to shoot period pieces	Design Meeting - Film LA
251	Donna Washington	12/10/2020	Film LA	Culver Blvd. from Madison Avenue to Duquesne Avenue is frequently used as a location & often posted for equipment parking. Colorful art (murals) & parking restrictions may discourage future filming	Design Meeting - Film LA
252	Donna Washington	12/10/2020	Film LA	Parking requests on Culver and Washington Boulevards generally occur directly in front of the filming location and on adjacent streets.	Design Meeting - Film LA
253	Donna Washington	12/10/2020	Film LA	Bike lanes - Confirmed -for protected bike lanes- removeable bollards, no permanent structures -if painting, use the "Hollywood" green color only in conflict zones (driveways, turn-lanes, etc.)	Design Meeting - Film LA
254	Donna Washington	12/10/2020	Film LA	Bus lanes - Confirmed -if painting, use red color only in conflict zones -platforms are not ideal. If you're moving forward, please avoid areas of frequent use by the industry.	Design Meeting - Film LA
255	Donna Washington	12/10/2020	Film LA	Street furniture & planters- ensure a process to remove and replace them that is expedited.	Design Meeting - Film LA
256	Donna Washington	12/10/2020	Film LA	Trees- plant anything but Palm trees	Design Meeting - Film LA
257	Donna Washington	12/10/2020	Film LA	New Street Lighting- not too close to the curb lane and not too low to the street to avoid conflicts with large trucks	Design Meeting - Film LA
258	Donna Washington	12/10/2020	Film LA	Street art/murals- please avoid placing street art/murals in front of historic or more heavily filmed buildings	Design Meeting - Film LA
259	Donna Washington	12/10/2020	Film LA	Plaza and parklets- are there plans for either? This would be of concern to the industry since it tends to displace much needed parking.	Design Meeting - Film LA
260	Donna Washington	12/10/2020	Film LA	Metro bikes/kiosks- even though Metro bike kiosks were not mention I know that they are most likely part of plan moving forward. Please consider the huge expense tied to having Metro-bikes and kiosks removed (and replaced) when productions request the use of a curb lane (parking lane) and adjacent sidewalk. The cost to have Metro bikes (and kiosks) removed and replaced runs somewhere between several hundred and a few thousand dollars.	Design Meeting - Film LA
261	Darrel Menthe	12/11/2020	DBA	How is the difficulty of enforcement being solved with the project?	Design Meeting - DBA 2
262	Ken Mand	12/11/2020	CPAC	We like the idea, but we think the timing is bad. Any disruption is going to be a mistake, this project is more valuable when Studios return to work and traffic returns. Taking another lane away will increase confusion. Circulator is worthless until we have commuters back. Can we connect the Circulator to employee parking for downtown residents?	Design Meeting - DBA 2
263	Ken Mand	12/11/2020	CPAC	can the Circulator still operate without the mobility lane?	Design Meeting - DBA 2
264	Darrel Menthe	12/11/2020	DBA	the V0 of the plans had several plans for WB Culver, is that still the case?	Design Meeting - DBA 2
265	Darrel Menthe	12/11/2020	DBA	Reducing EB Washington to one lane will be very disruptive to downtown and increase congestion.	Design Meeting - DBA 2
266	Darrel Menthe	12/11/2020	DBA	Can we retain the loading zone in front of the plaza, west of the Culver Hotel valet zone? A lot of deliveries take place here.	Design Meeting - DBA 2

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267	Darrel Menthe	12/11/2020	DBA	can we bring the bike lane through the town plaza here?	Design Meeting - DBA 2
268	Darrel Menthe	12/11/2020	DBA	has Culver City Hotel weighed in on this?	Design Meeting - DBA 2
269	Michelle Weiner	12/17/2020	CPAC	How can we provide bike facilities for bikes going EB on Washington to access the Expo Station. Michelle wants a bike box in the center median space and a curb cut mid-block for easy station access for cyclists. Ken thinks a bike box at Landmark can lead cyclists across the street at Landmark and/or providing a bike box for EB approach at Robertson.	CPAC 5
270	Colin Diaz	12/17/2020	CPAC	The Ivy Station will be seeing evening event traffic at their garage throughout the day and will have daytime activity as well for business events.	CPAC 5
271	Ken Mand	12/17/2020	CPAC	There is a driveway/curb cut at north side of street across from Wesley St and a signal there. People might pull forward to make the RT and block bus/bike lanes.	CPAC 5
272	George Montgomery	12/17/2020	CPAC	What is the feasibility of adding new crosswalks?	CPAC 5
273	George Montgomery	12/17/2020	CPAC	La Cienega Ave is a cut-thru street for people where drivers go very fast. Can we slow down vehicle speeds?	CPAC 5
274	Mary Daval	12/17/2020	CPAC	WB Washington at Robertson/Higuera. When is the bike lane going to merge with the bus lane? Can you look at examples on Venice (Beethoven/Venice) – protected lanes ends and then merges to the left side of the RT lane with sharrows – as inspiration?	CPAC 5
275	Amy Wilson	12/18/2020		I was checking your website and see you have a good design and it looks great, but it's not ranking on Google and other major search engine. We can place your website on Google's 1st page. If you are interested, then I can send our Packages and Pricelist.	website
276	Kim Page	12/20/2020	Rancho Higuera Neigh	I wouldn't say I was involved in the 2017 TOD - although I did attend many, many meetings. I live on Higuera St. and want Rancho Higuera protected from the surrounding developments.	website
277	Alison Kendall	12/21/2020		I do not understand why the Bike lane only travels in one direction--eastbound, and there is no bike lane on Culver OR Washington in the other direction. It looks as though cyclists traveling westbound would have to go in the Bus lane, which can be very dangerous and intimidating. Otherwise, it is wonderful to see so much of the street returned to pedestrian use. I just hope the restaurants survive Covid recession to be able to expand this much.	V3 Public Comments from Website
278	Alison Kendall	12/21/2020		Page 6 Irving Pl to Canfield Ave: Again, I do not understand the one way bike lane--that make it nearly impossible to access the north side of Culver by bike. The Outdoor Dining area is huge--surely some of that area could be devoted to bike lane going Westbound, with e-scooters and e-bikes and lots of bike parking in the part of the "Outdoor Dining" zone closest to the curb. I like the elimination of all the turn pockets and tightening up the wide curb radii--that will slow people down and make it MUCH safer. Reducing the directions cars can come from to mow down pedestrians in the crosswalk will also improve safety a lot: BRAVO!	V3 Public Comments from Website
279	Alison Kendall	12/21/2020		Comment on Culver to Main Street: PLEASE put in a a proper green bike lane on the N side of street running west so that cyclists can access all the businesses and farmers market. Do NOT force them to bike in the bus lane, and please separate and paint the green bike lane as continuously as possible on the South side of Culver so that Buses are not encouraged to "drift" into cyclists. Looks like the green lane disappears--please continue the dotted green lane and consider limiting the pull out access so that cyclists can safely get to the Main Street corner. ALSO make sure you have a way for cyclists to travel through and along Main Street, even if it is mostly pedestrian, or that you provide a place to pull into Main on a bike and securely lock your bike then go on foot to farmers market and Main Street businesses.	V3 Public Comments from Website
280	Alison Kendall	12/21/2020		Please use green dash to remind Bus drivers to let cyclists go ahead at E side of Culver/Main into bike lane. Where is the Westbound bike lane? CULVER NEAR INCE: You show a green bike lane which doesn't seem to connect to anything--provide a Westbound bike lane and if possible green dashed "chicken tracks" or some other connection for cyclists turning left onto Culver or going straight on Ince to the Venice bike lanes. Also, what about cyclists who might want to continue East to Venice? are they supposed to go left on Ince or detour to Washington? And one more time, we need a Westbound bike lane carved out of the Outdoor dining area to the N of Culver. there seems to be enough room for that...	V3 Public Comments from Website
281	Alison Kendall	12/21/2020		Segment C Ince to Landmark St. LOVE that this has the two way bicycle lanes just don't love the Bus Only lane red being extended to entrance to Green Bike lane--that will make it confusing to cyclists. This is great bike facilities--appears to be protected lanes, although the location of the bike lane on south side of Washington is weird--there seems to be a whole traffic lane or parking lane closer to curb.	V3 Public Comments from Website
282	David Starkman	12/21/2020		Wow! It sure looks like it will confuse anyone who is not familiar with driving in this area, as well as those of us who currently do. And Am I reading this correctly that cars will only be able to drive eastbound through downtown Culver City on Culver Blvd? Are the outdoor eating areas that take up street space going to go away after Covid-19 is just a memory, and then 2 way traffic can return? This may be great for bikes and buses, but it looks like a real bottleneck for cars!	V3 Public Comments from Website
283	Alison Kendall	12/21/2020		WHY do the lovely green protected bicycle lanes suddenly disappear at Washington turns corner near TJs and Culver Studios?? This is where we most need continuity to continue the lanes onto Washington to Higuera and on to the Expo Station entry. The Bus and Bike combination lane next to TJs is a TERRIBLE idea, and it is right at the parking garage entry/exit so will have tons of car traffic as well. This looks really dangerous for cyclists traveling from Expo Station to Culver Studios plaza/Steps. Please make sure to add lots of good bike parking near the new Darth Vader Steps building and Culver Studios entry, too.	V3 Public Comments from Website
284	Alison Kendall	12/21/2020		Segment C in front of Honda and Toyota dealership--well bravo for eliminating the curbside parking but WHY combine Bus and Bicycle lanes. Unless this is just a minibus with VERY careful drivers, I'm really worried for the safety of cyclists! This will be a stressful place to bike, and the protected buffer may actually make the cyclists feel more stressed not less, with Buses right ahead and behind. This might be one place you could do a two way protected bike lane on S side and avoid the conflicts with the car dealerships as long as you think through the intersections at Ince, Higuera and Expo Station. Please don't combine bike and bus, and please provide nice safe green lanes for cyclists so people gain in confidence about the bike network.	V3 Public Comments from Website
285	Alison Kendall	12/21/2020		Higuera/Washington intersection is just a few blocks from my home, and even as an experienced cyclist I would find this intersection very scary. Why does the protected bike lane disappear almost a block before Higuera, where it gets lumped together with the Bus Lane. And of course, why is the bicycle lane combined with Bus lane all the way from Higuera to Ince--a TERRIBLE idea at a location where we want to encourage lots of people to bicycle from Metro to downtown on Washington. Lastly, why do we expect the poor pedestrians to cross this daunting expanse of crosswalk on the diagonal--This whole intersection could use a redesign--it encourages speeding and cut through traffic on Higuera and certainly doesn't encourage walking to the Expo Station from the downtown or residential area of Lucerne-Higuera where we live. Do people really need to have a huge left turn pocket to Higuera from Washington? I say reduce that a lot and consider continuous green bike lanes, if necessary on the south side of Washington where there are fewer curb cuts.	V3 Public Comments from Website
286	Alison Kendall	12/21/2020		Landmark St to Helms: Please eliminate the places where protected bike lane disappears and it gets blended with Bus lane, esp right at Landmark intersection.	V3 Public Comments from Website
287	Alison Kendall	12/21/2020		Bike lanes on Washington are good until Helms but then they disappear for one of those awful bus bike combo lanes...NO!	V3 Public Comments from Website
288	Alison Kendall	12/21/2020		This is confusing--looks like there are some options. Generally, it is very important to keep the green lanes continuous and as safe and protected and well marked as possible. Not so important with the Bus lanes--presumably the drivers know the stops and lane locations. Just do not combine the bus and bike lanes EVER unless ROW is really limited and no other option.	V3 Public Comments from Website
289	Bradley Brook	12/21/2020		Very confusing to follow, but the idea of further blocking any portion of Culver Blvd going east (which is already one way) is absurd and prevents the access to those who live south of Culver Blvd and bought property on reliance that they would have ease of access to the 10/405. So, no further "charming" restaurant space or "beautiful" pedestrian only walkways interfering with full access to Culver Blvd.	V3 Public Comments from Website

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290	Paul Goodwin	12/22/2020		Before the pandemic, I was driving four times a day through downtown Culver City, from the McManus neighborhood to Culver High and back. It would take me anywhere from 15 to 45 minutes on each leg of the trip. Nearly all of the traffic is from people who are commuting from outside CC. And this is likely to get worse when all the new developments along Washington Blvd. open. Closing traffic lanes is likely to create a traffic nightmare, or rather an even worse nightmare. I realize that creating bike lanes and microbuses are super cool for millennials with no kids, but for many local residents in my area it seems like double punishment. First the city approves massive new developments in our neighborhood, then it closes lanes and pours gasoline on the traffic fire. It really feels like the city is proposing to make mobility much worse for many people, and slightly better for a few.	website
291	Grady Lee	12/22/2020		I love the vision and goals of the project	website
292	Jennifer Rockwell	12/22/2020		Although I support cyclists, I have many concerns: 1) I do not believe enough residents and non-residents will be able to either ride bikes and/or use buses to compensate for the loss of auto lanes and auto traffic & parking will get worse; 2) many residents cannot (myself and disabled adult child) use bikes nor utilize public transit -- the latter of which is neither consistent nor safe enough to fully utilize; 3) it is not feasible for parent(s) traveling with multiple children, or doing grocery shopping, or schlepping sport or team equipment to utilize bikes or buses. As both someone who drives in LA AND who walks a good deal within the confines of Culver City, I find that all too often it is the cyclists who do not adhere to the rules of the road and traffic laws (ie -no signaling, run stop signs and red lights etc) with very little consequences, so perhaps there needs to be some sort of passing a test and Bike licensing AND ticketing similar to what exists for getting an auto license!	website
293	Linda Cunningham	12/22/2020	Golden State Water Co	How will daily utilities be driving this corridor and do work, improvements on infrastructure and emergency work? How will you reroute traffic to accommodate utilities? As a utility worker assigned to Culver City I travel up and down this street 5+ times a day.	website
294	Skaden Kipp	12/22/2020		We have complained to every CC Councilmember about ever increasing traffic on Braddock. Our home is on Braddock/Jasmine. During rush hour this traffic is backed way up and dangerous. When covid ends and real life returns your plans to restrict Culver will further increase not decrease our 20 year long problem. What are you going to do to fix this? I would like an answer to this question.	website
295	Nabeeha Aleem	12/22/2020	HADI		website
296		12/22/2020		Ivy Station is concerned about queuing into their access on Washington for hotel/restaurant guests and requested to not have bus stops in front of the Washington portion of their property.	Field Meeting - Ivy Station
297		12/22/2020		Ivy Station also wants to participate in the Expo re-imagined project.	Field Meeting - Ivy Station
298		12/22/2020		BPAC members discussed the issues for travel time to cross at signalized intersections of EB bike trips. Would either have to cross at Landmark or National. Would take approximately an additional 2 minutes for these movements.	Field Meeting - BPAC Members
299		12/22/2020		BPAC members also discussed that we should discourage TNC pick-up activity on Washington in front of the E-Line Station.	Field Meeting - BPAC Members
300	Christine Anderson	12/23/2020		I would like to support Version 2. As Culver City builds more jobs and housing, focusing on transit and bike infrastructure is so important and this plan is really forward-looking. Additionally, the pedestrian experience in Downtown Culver is really not that great. Version 2 adds curb outs and addresses the Culver/Washington intersection in a way that would really improve the walkability of downtown.	website
301	Michael Lee	12/24/2020		My wife and I recently moved to Culver City from Downtown, and we love that we can still get by with one car and biking to fill in the gaps. We are 100% behind the future that Move Culver City envisions - one where we and our neighbors can enjoy the benefits of bikeable and transit-friendly streets to our health, cost of living, and environmental footprint. My thoughts are that Version 2 better serves this transit/bike oriented vision, with dedicated bus lanes in both directions through Downtown Culver City and delineated bike lanes as southbound Washington turns into Culver Blvd. However, the ability to cycle both directions on Culver Blvd without a less comfortable detour onto Venice would be critical in creating a truly inviting environment for people to bike Downtown. Thank you for inviting my input, and I'm excited to see what comes next for transit in Culver City!	website
302	Giovanna Sobrinho	12/24/2020		Exciting projects and thank you for making Culver City more green and pedestrian/cycling/public transit friendly. I reviewed Versions 1 & 2. I had hoped for more protected bike lanes, such as when turning from Washington into Culver. I enjoy and prefer to run local errands/shop/eat through my bicycle and the major intersections in Culver City tend to be scary on a bicycle. I also take the bus to my job. That being said, Version 2 appears to at least better support bus lanes to increase public transit and takes away incentive to drive in the area.	website
303	Edward Seitz	12/25/2020		I think the restructuring of madison ave to Watseka at Duquesne already makes a busy intersection worst! Heading south towards the police station, the light is already extremely long, but limiting culver blvd to just one lane altogether (the other being a bus lane) seems horrible. This is my only way to get home coming from the freeway most of the time and I already wait 10 minutes at times to get across that intersection, but to make culver blvd only one lane (especially since the restaurants extended out to the street) has made local traffic more, it does not help the congestion.	website
304	Sheridan Barber	12/27/2020		Love this idea of a safe bike lane. So excited! BUT wondering what will happen if the traffic is stopped or slow like it used to be going east at 4pm and later? Before Covid we could barely leave our neighborhood and people would use Jacob as a substitute for Washington. I see that you will be trying to find a "sweet spot" for the parking situation. Important for our neighborhood where we already have parking permits, (thank heavens) and still very little parking. But I'm sure the business are worried too. Good luck with this situation! All in all I am very happy we are doing this, but just have those little concerns. I am interested in the design process but not sure how involved I would like to be.	website
305	Shannon Theus	12/29/2020			website
306	Todd Shays	12/29/2020		I do not support the removal of any passenger car driving lanes in any design plans for this stretch of road. Any enhancements that do not make driving worse would be great. Anything that makes driving slower or pushes traffic onto other already congested roads is not something I support.	website
307	Joel Falter	12/29/2020		Hello, Happy almost New Year. I tried making comments on the Version 2.0 Design Plans, but I get an error when I try and do so. What is the preferred way to submit comments. Regards, Joel Falter	website
308	Maya Mallick	12/30/2020	Culver City Hotel	What used to be 4 lanes for regular traffic, is going to be reduced to one eastbound lane where cars have to share a lane with buses and bikes and new outdoor dining areas. While the new elements that are being introduced will bring an exciting component for the future, these are all being introduced together into an already congested area and we are concerned that it will become a complete gridlock. In all the research that has been done, perhaps there are alternative routes that have been proposed.	Email to CC Staff

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309	Maya Mallick	12/30/2020	Culver City Hotel	The cut out in front of the Culver Hotel has been the dedicated valet area for years and our designated loading and unloading zone. Cars pulling out of a valet loading zone are not expecting bikes or buses to be directly passing by them. Even with practicing care, there have been safety incidences in the past and these would only be exacerbated with the new proposed lane. It's like adding a bike and bus lane into a busy school drop off zone with cars pulling in and out.	Email to CC Staff
310	Maya Mallick	12/30/2020	Culver City Hotel	For the hotel to be able to reopen successfully, we have to have proper, accessible and safe access for guest drop off, loading and unloading. The intent of course it to resume back to being busy in the next year to two and avoid having more safety risks introduced.	Email to CC Staff
311	Maya Mallick	12/30/2020	Culver City Hotel	The two cutouts on the south side of Culver (hotel valet and Rush Street) are often used for delivery trucks and general downtown drop off and pick up. Even though there are designated areas for ride sharing elsewhere, it does not stop drivers from dropping people off at these cutouts. At times when they are full, cars even park in the second lane with their hazard lights to pick up take-out which causes an additional safety and congestion issue.	Email to CC Staff
312	Maya Mallick	12/30/2020	Culver City Hotel	The proposed bike/bus lane seems like it will directly impact the proper operation and safe access of the new entrance to the Culver Steps parking garage. This is already a difficult spot for cars to enter as even with businesses closed, there was an accident that occurred near their entrance very recently. There is a blind spot and those who are not familiar with the entrance often drive past or slam on brakes to enter the garage. It would be a shame to have access issues since it is a brand new development in our neighborhood.	Email to CC Staff
313	Joel Falter	12/31/2020		How will the transition on Culver Boulevard west of Duquesne Avenue be revised to accommodate and manage spillback traffic/queues from the intersection? Are there going to be any interim signal timing improvements implemented at Madison/Culver, Madison/Washington, and Duquesne/Hughes to handle the additional diverted traffic?	Email to CC Staff
314	Joel Falter	12/31/2020		General comment throughout downtown and the entire study corridor. How will right hook conflicts be addressed throughout the study area at signalized and unsignalized intersections along Culver and Washington Boulevard?	Email to CC Staff
315	Joel Falter	12/31/2020		What signal timing changes will be implemented during the demonstration period? The existing timing still favors vehicular traffic even when there is no cross vehicle traffic at signalized intersections. Currently between Ince and Duquesne cyclists and busses must often stop and wait for extended periods of time even though there are no cars present at adjacent moves. This is particularly inefficient for cyclists pedaling through downtown.	Email to CC Staff
316	Joel Falter	12/31/2020		Can you please explain what is envisioned for the pedestrian space in the median of Culver Boulevard.	Email to CC Staff
317	Joel Falter	12/31/2020		At Washington/Ince, presumably the traffic signals will be modified to handle the bus movement and through-right movement for mixed flow traffic. Please verify.	Email to CC Staff
318	Joel Falter	12/31/2020		Are the driveways for Sony Studios and the car dealerships going to remain multi-directional for inbound and outbound traffic?	Email to CC Staff
319	Joel Falter	12/31/2020		At Washington/Robertson eastbound and westbound, the plans show vehicles will merge into the bus/bike lane to make a right turn. Is there going to be sufficient storage distance to accommodate the queues for right turning vehicles? Are there going to be signal modifications to minimize delays to buses and bikes?	Email to CC Staff
320	Joel Falter	12/31/2020		Will delivery trucks for The Platform be prohibited from parking on Washington Boulevard as they do now, at times blocking the bike lane?	Email to CC Staff
321	Joel Falter	12/31/2020		Will TNC providers be prohibited from stopping on Washington Boulevard at the E Line Station?	Email to CC Staff
322	Joel Falter	12/31/2020		Has consideration been given in the plans in regard to accommodating deliveries to Howard Industries which often consist of full size tractor/trailer trucks which typically block Washington Boulevard for several minutes while they back into the facility.	Email to CC Staff
323	Joel Falter	12/31/2020		How is the pedestrian space in the median of National Boulevard going to be used?	Email to CC Staff
324	Joel Falter	12/31/2020		With regard to the circulator, while it may be part of a future phase, has consideration been given to having extended to the neighborhoods to the west such as Carlson Park?	Email to CC Staff
325	Joel Falter	12/31/2020		Will additional bike parking be considered at Trader Joe's? Bike corals could be installed along the curb or in the Ince garage to encourage more cycling to the market since driving there has become more tedious?	Email to CC Staff
326	Danny Peterson	1/1/2021		Traffic leading to East Culver City in addition to 2 additional traffic lights Between National and Cattaraugus Ave. has increased exponentially over the past year. Removing lanes on Washington Blvd. is insane.	website
327	Sonja Schenk	1/1/2021	Foreign Films	I love that this project is happening! I've had a business in Culver city at 8526 Washington in the Arts District, since 2009. I am an occasional bike commuter and often walk to downtown CC. Needless to say, it's a fairly treacherous walk/ride. And even just crossing the street on Washington is really hard. It feels like a freeway onramp and I'm a driver too, so I understand that for many people, all that this stretch of Washington is, is a road that leads to the 10 East. So I just wanted to say, I fully support this including lane closures, traffic calming, extra crosswalks (with blinking lights or something), and bike lanes. Let me know if there's anything I can do to help, Sonja	website
328	Carmen Ibarra	1/1/2021		I live on Cattaraugus Ave in the Arts District. I have two concerns once pandemic restrictions are eased and traffic increases. The first is that more cars will go into the residential neighborhood by using Jacob St and bypassing what ever system is set up on Washington Blvd. This will impact the quality of life as well as pose a danger to children in others because of the high amount of traffic through a residential neighborhood. My second concern concerns the potential removal of parking on Washington. Under normal circumstances it's already difficult to find parking on Cattaraugus Ave (and I would assume it's the same on the other streets). Removal of parking on Washington will create a larger problem with being able to find parking because people visiting the businesses will look for parking in the neighborhood streets. Overall I like the idea of mitigating traffic through this area but the two concerns I've raised here need to also be addressed in the overall plans.	website
329	Tania Fleischer	1/6/2021		The Culver City community is very artistic and close-knit so project team should expect many volunteers to show up.	Art Components
330	Tania Fleischer	1/6/2021		Consider deputizing 3-5 volunteers who are artists who could manage the volunteers	Art Components
331	Tania Fleischer	1/6/2021		What are the delineators that have been chosen?	Art Components

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332	Sylvia Bianchi	1/11/2021	DBA	Regarding the Version 2 map: I see there is area designated as Pedestrian Space. Is that closed off to traffic? Is it in addition to the outdoor dining space we currently have? There are just a few spots marked as Bus Lane. Will that still be a dedicated lane?	Email to CC Staff
333	Sylvia Bianchi	1/19/2021	DBA	The Spring of 2021 will be a time when local businesses, especially restaurants, are fighting to survive. The planned intervention on this particular Downtown segment will cause significant traffic disruption, and disruption in general, during the very months when many are hoping outdoor dining may return, especially for late Spring and Summer 2021. The disruption will be substantially greater here than anywhere else on the proposed circulator route.	Email to City Council
334	Sylvia Bianchi	1/19/2021	DBA	Getting to and around Downtown is already challenging at this time due to the City's gracious investment in public space for outdoor dining. There is no Westbound access to the Culver Hotel or the Culver Steps. Main Street is also closed entirely. We believe that patrons have not been discouraged thus far only because Eastbound Culver remains unimpeded. However, the proposed mobility lane would reduce automobile traffic in Downtown to a single eastbound lane. This would discourage visitors when we need them most. It is especially worrisome when traffic remains so low and other business districts will remain so easily accessible by automobile. This change is certain to cause significant harm to business recovery efforts in the next 6 to 9 months.	Email to City Council
335	Sylvia Bianchi	1/19/2021	DBA	We should postpone any new traffic configurations downtown until we are able to revisit everything at once, including the scope of outdoor dining, the future of Main Street, and Town Plaza. For example, installation of bollards on Main Street could provide options for scheduled closures and openings of that key access corridor. If the decision about how to implement this particular segment is postponed until later in 2021 while we work on potential redesigns for a post-pandemic downtown, there will be many more pieces to play with in designing this segment, and substantially less disruption to business recovery.	Email to City Council
336	Sylvia Bianchi	1/19/2021	DBA	The consultant has acknowledged the current proposed plan will change anyway when the Downtown is generally reoccupied in the post-pandemic world. Very little workable empirical data will be gained by making this experimental change at this very unusual time. It causes disruption and provides a separate mobility lane at a time when traffic is so low that it would not impede buses anyway.	Email to City Council
337	Sylvia Bianchi	1/19/2021	DBA	The observations and information gathered to determine traffic and parking history for this plan were made in the month of October 2020, which is not a true indication of our needs when things return to "normal."	Email to City Council
338	Sylvia Bianchi	1/19/2021	DBA	The Circulator will have little demand until people are back to work in the Downtown. We have little data about demand right now for the circulator or bicycle access. Is there data available?	Email to City Council
339	Sylvia Bianchi	1/19/2021	DBA	We now know from first-hand experience that it has proven extremely difficult to deter cars from driving in the current Westbound bus and bicycle lanes in the Downtown area. This has caused safety issues and will also occur in the Eastbound lanes.	Email to City Council
340	Sylvia Bianchi	1/19/2021	DBA	The proposed Eastbound segment removes the loading zones for restaurant and tavern suppliers, including the vital cutout near the Arclight. The lack of Westbound options has made the Eastbound curbside and cutout parking vital to these delivery trucks. This will harm business recovery severely and force trucks to park in residential areas.	Email to City Council
341	Sylvia Bianchi	1/19/2021	DBA	The proposed segment configuration removes all downtown valet parking stations -- save at the Culver Hotel, which is typically overloaded and sometimes double-parked during normal times due to insufficient space and excessive automobile valet return times due to existing traffic. This all needs to be re-thought and connected with some Westbound options for access to the Culver Hotel and the Arclight.	Email to City Council
342	Sylvia Bianchi	1/19/2021	DBA	As part of the plan, we would like to see the City investigate the ability to park cars outside of the downtown where employees could leave their cars and use the Circulator to get to work (especially as the Circulator will be free). This could significantly reduce Downtown traffic.	Email to City Council
343	Maya Mallick	1/21/2021	Culver Hotel	We still have concerns regarding safety with the bikes passing through this active in and out zone and don't want to increase our exposure to liability and the potential for unfortunate accidents. While the mixing lane is an interesting concept, our concern is that gridlock is bound to build up just before our entrance area with cars slowing down and trying to get into the left lane to avoid the red zone. This traffic and wait will be a deterrent for hotel guests trying to valet or unload at the hotel or restaurant and create an inconvenience. We all have experienced difficulty in accessing a location at one time or another and often our reaction is to move on and not wait or have a frustrating experience. Hotel guests who are not familiar with the area may also get confused and change lanes only to find out they have missed the entrance. Keep in mind, some cars will of course continue into the mixing zone whether inadvertently or purposely since it is such a short section.	Email to CC Staff
344	Maya Mallick	1/21/2021	Culver Hotel	With a single lane, followed by a traffic light, followed by a bus stop, we are concerned that there are just too many elements that will accumulate and create hazards and access issues. This may do more harm than good at this time. I am hoping that there are some other options that might be available and I thank you for including our feedback into your process.	Email to CC Staff
345	Holly Connors	1/21/2021	Member Rancho Higuera Neighborhood Association	My neighborhood began and completed an NTMP process more than a year and a half ago, and prior to that we lobbied city council for 2 years for changes. We still have no of the plans that were approved by the city. Additionally, traffic on Higuera is worse than ever, partially to traffic being diverted by a single turn lane onto INCE headed away from downtown. It's dangerous and frankly after all the efforts, we feel let down that nothing has been implemented. I want to be sure that any new plans will reduce traffic on Higuera and not add to it. How do I attend the meeting tonight?	Website
346	Ken Mand	1/21/2021	Chair Arts District Resident's Association	This looks great! This looks awesome. I understand that the art asphalt concepts might be difficult to squeeze in before April. At Washington/National, is it possible to not eliminate the double LT pocket at SB National and allow for 2 lanes to make the turn using the bus.	CPAC 6
347	Ken Mand	1/21/2021	Chair Arts District Resident's Association	Can you explain how the bus/bike phase will work at Washington/Ince? Really impressed with this design and I'm excited about it.	CPAC 6
348	David Coles	1/21/2021		Has your team determined what physical vertical barriers will be installed? I recommend to use the K71 at the beginning of each section of bus/bike lane.	CPAC 6
349	David Coles	1/21/2021		Will there be any recommendations for traffic enforcement in the Arts District? That area is ripe for drivers to ignore the bus/bike lane since there is no protection.	CPAC 6
350	Tania Fleischer	1/21/2021	Chair of Cultural Affairs Commission	Thanks for the great work Tony and Bree and everyone on the team. We should reframe the art as design rather than "public art". Consider how we can complement the public art that currently exists on the Corridor when you encourage people to fill out the art survey	CPAC 6
351	Michelle Weiner	1/21/2021	Chair of Bicycle & Pedestrian Advisory Committee	I have heard that some people have issues with the green bike paint being slippery when wet.	CPAC 6
352	Michelle Weiner	1/21/2021	Chair of Bicycle & Pedestrian Advisory Committee	I really liked how you framed the problem of traffic on the streets as only going to be worse. If we do nothing, the traffic will only get worse. We can make a change and see	CPAC 6
353	George Montgomery	1/21/2021		This is an incredible project and very innovative. My understanding is that there are groups trying to organize. We should think through our arguments on how this will be great for business and how this will attract people.	CPAC 6

Attachment 3 - Summary Statistics of Comments during Design Phase and Table of All Comments Received

#	Name	Date Received	Business / Organization + Title	Comments	Engagement Event
354	David Vonnannon	1/21/2021		What are the evaluation criteria? What constitutes success?	CPAC 6
355	Mary Daval	1/21/2021		The flyer specifically mentioned traffic on local roadways. Can we measure volumes?	CPAC 6
356	Tyler Lambert-Perkins	1/22/2021		This is an excellent project that can improve quality of life, and connection to restaurants, businesses, and transit. This can't happen soon enough!	Website
357	Dixie Tauber	1/22/2021		I'm very excited for this!!!	Website
358		1/22/2021		Marker description: This sidewalk often has so much broken glass on it that I cannot even walk my dogs on Jefferson. I know this is a site about bus/bike lanes but we also need to make our current infrastructure usable! Marker address: 34.021274376852595, -118.37957950050267 http://moveculvercity.com/wp-admin/admin.php?page=wp-google-maps-menu&action=edit&map_id=1	Website
359		1/22/2021		Marker description: This whole stretch of National has VERY inaccessible sidewalks. I can't believe the city hasn't been sued over them yet. They need to be at least double their current width to be usable. Marker address: 34.027107095602695, -118.3822876000707 http://moveculvercity.com/wp-admin/admin.php?page=wp-google-maps-menu&action=edit&map_id=1	Website
360	Tom Wulf	1/22/2021		Is there an end date of the pilot project? If no, when do we turn the materials to permanent?	Business Roundtable 3
361	Darrel Menthe	1/22/2021		What we are largely talking about is one segment (eastbound of culver on the south side of the street) In most of the Arts District, it's combined bus/bike lane In the southside of Culver Blvd in Downtown – will we be able to have 2 traffic lanes if we combine bus/bike lane instead of separated lanes?	Business Roundtable 3
362	Darrel Menthe	1/22/2021		We are likely reopen outdoor dining in full in April 2021. Suddenly we will have traffic on single lane – we want to have larger discussion with the downtown specifically to discuss i.e. how downtown traffic lanes would work/ what will Main street look like?	Business Roundtable 3
363	Darrel Menthe	1/22/2021		Want to make sure to have a process on downtown that comes later.	Business Roundtable 3
364	Darrel Menthe	1/22/2021		The question about WB Washington out of parking lot at the fire station	Business Roundtable 3
365	Kristin Cavanaugh	1/22/2021		Clarify that this project is not actively asked by Sony	Business Roundtable 3
366	Kristin Cavanaugh	1/22/2021		Circulator: is the circulator going to stop at all stops that is orange or blue and access the bus lane?	Business Roundtable 3
367	Ryan Smith	1/22/2021		Equity in CBD at north/south side of Culver as they will lose the traffic lanes and valet drop offs	Business Roundtable 3
368	Ryan Smith	1/22/2021		We invested \$\$\$ to convert Culver Steps and created parking, and the implementation of the project is bad timing and makes their development meaningless	Business Roundtable 3
369	George Montgomery	1/22/2021		We are used to traditional data analytics (i.e. bike action plan – whereas they've worked on it for 10 years); advocate the mobility lane project tactical approach	Business Roundtable 3
370	George Montgomery	1/22/2021		People who needs to drive here will drive here. People who drive through will divert to other streets. People in Amazon may try the new transportation options to come to work.	Business Roundtable 3
371	George Montgomery	1/22/2021		This idea is not new and is implemented in other cities all over the world.	Business Roundtable 3
372	George Montgomery	1/22/2021		Expo train is an example of how new transportation attracts new things coming (also why new developments like Amazon start coming)	Business Roundtable 3
373	George Montgomery	1/22/2021		Some people may hate the idea, but in long haul it will work	Business Roundtable 3
374	David Metzler	1/22/2021		Support George M's statement, support throughput	Business Roundtable 3
375	David Metzler	1/22/2021		The traffic in pre-pandemic and pre-amazon/apple is horrible. He is a resident and business owner and need the roads to serve the clients. He envisions the project will help push the cut through traffic to other corridors and he can also use the circulator service.	Business Roundtable 3
376	Eric Shabsis	1/22/2021		A lot of the concepts in AD and the TOD area for several but the CBD section is at the 11th hours came out of the blue. The extension from ince to Duquesne is a surprise. The WB culver is already in the restraint condition. Added complexity with OD on west Culver, would the team consider doing phases, first from La Cienega to ince and then look at the CBD portion after a decision regarding WB Culver OD. Implementing this now adds pressure to DT businesses.	Business Roundtable 3
377	Eric Shabsis	1/22/2021		The drop off west of Culver Hotel is a concern because the restaurants over there are doing limited businesses, they will need the space for take out.	Business Roundtable 3