

MEMORANDUM

To: Thomas Check, PE, TE
Senior Traffic Engineer, City of Culver City

From: Kimley-Horn and Associates, Inc.

Date: July 17, 2025

Subject: Overland Avenue – Culver to the Creek Community Outreach

INTRODUCTION

The City of Culver City is a vibrant community, home to residential neighborhoods, creative offices, film studios, and other notable industries, which provide opportunities for living, working, and recreation. The city remains committed to its citizens by exploring new opportunities to connect the community through a wide variety of transportation modes throughout Culver City.

At the direction of the Mobility Subcommittee, the City of Culver City has retained Kimley-Horn to support the city with stakeholder engagement and community outreach for the Better Overland Project, specifically focusing on the corridor segment between Culver Boulevard and the Ballona Creek. The intent of the outreach is to collect feedback from the community and various stakeholders along the corridor to determine the preferred alternative to connect the overall project together.

This 3,100 linear feet segment of Overland Avenue has a varying curb width between 75 and 76 feet. A full project location map of the segment can be viewed in **Attachment A**. The following eight (8) intersections were included as part of the project:

1. Overland Avenue and Culver Boulevard
2. Overland Avenue and Barman Avenue
3. Overland Avenue and Braddock Drive
4. Overland Avenue and Garfield Avenue
5. Overland Avenue and Franklin Avenue/Farragut Drive
6. Overland Avenue and Farragut Drive
7. Overland Avenue and Julian Dixon Library
8. Overland Avenue and Ballona Creek

Some notable project destinations and stakeholder groups along the corridor in this segment include the following:

- Grace Lutheran Church
- Windsor Fountains Condominiums
- Julian Dixon Library
- Culver City Adult School
- Veterans Memorial Park
- Culver High School (Adjacent)
- Farragut Elementary School (Adjacent)

SEGMENT ALTERNATIVES

Existing Conditions

The existing conditions along Overland Avenue provide two travel lanes in each direction, a center turn lane, parking on both sides of the street, and a Class II Bike Lane in both directions. While the posted speed limit is 35 mph, drivers in this segment travel at much higher speeds, which may lead cyclists to feel uncomfortable or not want to use the existing Class II facility due to safety concerns.

Alternative A: Class IV Bicycle Lanes with Parking on Both Sides

The proposed Alternative A maintains parking on both sides of the street while incorporating a Class IV Protected Bike Lane. To construct this alternative, the design would remove the center turn lane and implement left turn restrictions at unsignalized intersections. **Table 1** lists potential pros and cons of Alternative A.

Table 1 – Alternative A Pros and Cons

Pros	Cons
<ul style="list-style-type: none"> Provides Class IV Protected Bike Lane from Culver Blvd to Ballona Creek Maintaining existing on-street parking may be favorable to parking users 	<ul style="list-style-type: none"> Removes center turn lane and implements left turn restrictions at unsignalized intersections, which may make it difficult to access side streets and driveways along this segment

Alternative B: Class IV Bicycle Lanes with Center Turn Lane

The proposed Alternative B maintains the center turn lane while incorporating Class IV Protected Bike Lane. To implement this alternative, the design would need to remove parking on the west side of Overland Avenue. However, based on the parking data provided by the City and our analysis, the removed parking stalls can still be accommodated on the side streets within the segment. **Table 2** lists potential pros and cons of Alternative B.

Table 2 – Alternative B Pros and Cons

Pros	Cons
<ul style="list-style-type: none"> Provides Class IV Protected Bike Lane from Culver Blvd to Ballona Creek Maintaining existing center turn lane for left turns on unsignalized intersections and driveways providing a refuge area for left turning vehicles 	<ul style="list-style-type: none"> Removes parking on the west side of Overland Avenue, which can be accommodated with existing parking spaces on side streets

COMMUNITY OUTREACH MEETINGS

Approach to Stakeholder Engagement

Through community outreach, the City actively engaged community members and stakeholders to gather feedback and obtain a better understanding of potential local impacts. In June and July 2025, the City hosted three open house and walking tour events to present the proposed project alternatives. Roll plots were displayed to help attendees visualize the options, and City staff were available to answer questions, document verbal comments, and collect comment cards for additional input.

These engagement events encouraged open dialogue, allowing residents to examine the alternatives, share concerns, and express their preferred alternative. In some meetings, walking tours of the corridor were offered to help participants better understand the project's context and provide feedback in real time. Overall, the outreach process was designed to foster meaningful community involvement and inform the project's direction.

Culver City Senior Center - 6/17/2025

The first community meeting open house and walking tour was hosted at the Culver City Senior Center on Tuesday, June 17th, from 6-9 pm. Over 32 people attended the event, and a significant amount of verbal feedback was provided. Attendees were able to walk the full corridor in groups led by City and Kimley-Horn staff to gain a better understanding of the proposed alternatives. One major stakeholder group that attended the meeting were members of the Grace Lutheran Church. They also provided a letter expressing their concerns about the proposed improvements, which can be read in **Attachment B**.

In general, the consensus of the meeting seemed positive, and people were excited about the project. A summary of the feedback received is provided in **Tables 3 and 4** below.

Table 3 – Alternative Choice

Alternative	
A	6
B	11
N/A	126

Table 4 – Overall Project Support

Support Project	
Against	22
In Favor	35
Neutral	86

Meeting Data Summary:

- Attendance: 32
- Verbal Comments: 143
- Written Comments: N/A (Not collected)

Veterans Memorial Park - 7/8/2025

The second community meeting open house and walking tour was hosted at the Veterans Memorial Park on Tuesday, July 8th, from 6-9 pm. Over 50 people attended the event and provided written and verbal feedback about the project. Community members were also able to walk the corridor with staff to see how the proposed alternatives would revise the corridor.

The comments collected during this meeting were similar to the sentiments expressed during the first meeting. A summary of the feedback received is provided in **Tables 5 and 6** below.

Table 5 – Alternative Choice

Alternative	
A	6
B	18
N/A	149

Table 6 – Overall Project Support

Support Project	
Against	22
In Favor	41
Neutral	110

Meeting Data Summary:

- Attendance: 52
- Verbal Comments: 148
- Written Comments: 25

Windsor Fountains Condominiums - 7/9/2025

The third and final community meeting open house was hosted at the Windsor Fountains Condominiums on Wednesday, June 18th, from 7-8 pm. The meeting aimed to collect feedback from community members but was met with considerable contention from the beginning. Residents were very opposed to Alternative A, as it would restrict access to their entry and exit driveways due to the removal of the center turn lane.

Several events occurred during the meeting that were atypical based on our experience with community outreach events. Within the first 15 minutes of the event, four out of five Windsor Fountains HOA Board Members were served court summons. During this time, there were loud verbal altercations between community members, HOA members, and the legal agent serving the summons, leading to leading to allegations of assault by the members. Subsequently, several community members encouraged others to cross out their names on the sign-in sheets. A member of our staff then went to the check-in table to discover that the sign-in sheets had been taken from the room. We conducted a search in the community room to find them hidden or in a trash receptacle, but we were unable to locate them. For this reason, we estimate the total number of attendees was approximately 31, based on photos and the number of people engaging with each staff member.

A majority of the Windsor Fountains Condominiums residents were strongly opposed to the project, as reflected in the feedback summarized in **Tables 7 and 8** below.

Table 7 – Alternative Choice

Alternative	
A	0
B	22
N/A	76

Table 8 – Overall Project Support

Support Project	
Against	39
In Favor	22
Neutral	37

Meeting Data Summary:

- Attendance: 31 (Estimated)
- Verbal Comments: 86
- Written Comments: 12

Data Summary

All feedback collected during the outreach events has been compiled into the overall summary in **Tables 9 and 10**, based on the responses provided. A full summary of data collected during the community outreach and engagement can be viewed in **Attachment C**.

Table 7 – Alternative Choice

Alternative	
A	12
B	51
N/A	351

Table 8 – Overall Project Support

Support Project	
Against	83
In Favor	98
Neutral	233

Meeting Data Summary:

- Total Attendance: 115
- Verbal Comments: 377
- Written Comments: 37

OUTREACH SUMMARY

Overall Feedback

Throughout the three community outreach events, community members had the opportunity to provide feedback, ask questions, and gain a better understanding of the project segment. Feedback from the public was collected verbally and through comment cards based on their observations of the roll plot and existing conditions along the corridor. The wide variety of feedback collected highlighted the importance of maintaining the existing center left-turn lane, addressing parking demand, and promoting the safety of bicyclists along the corridor.



ATTACHMENT A

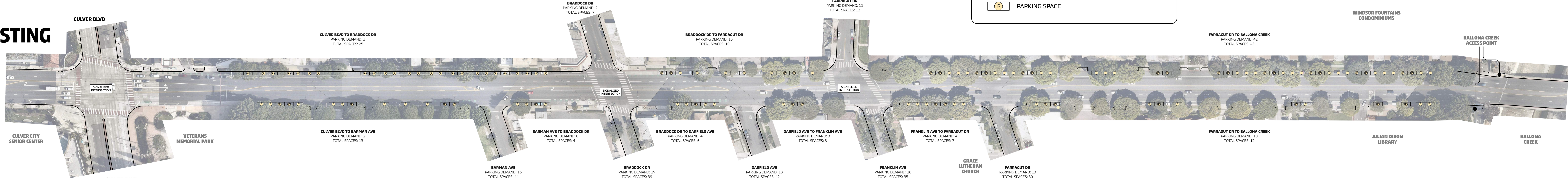
Conceptual Design Roll Plot

The conceptual alternatives presented here were approved by the City Council at their **May 24, 2024**, meeting. These concepts have been further refined based on community feedback received at additional outreach events held on **June 17, July 8, and July 9, 2025**. Conceptual design is subject to refinement during final engineering and construction.

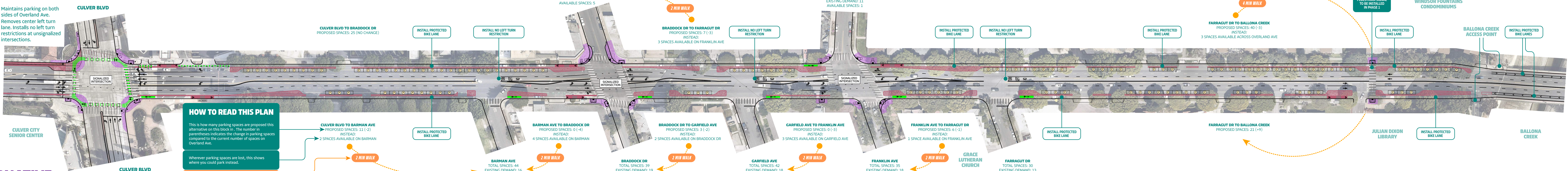
LEGEND

- HIGH-VISIBILITY BIKE LANE MARKINGS
- INTERSECTION, ADA, AND OTHER IMPROVEMENTS
- PROTECTED BIKE LANE BARRIER
- PARKING SPACE

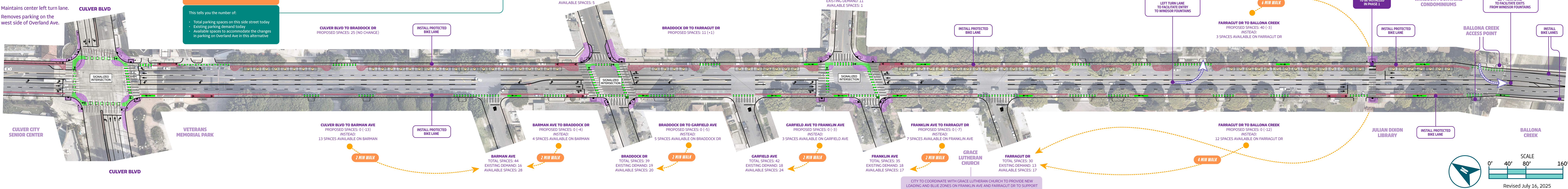
EXISTING



ALTERNATIVE A



ALTERNATIVE B





ATTACHMENT B

Grace Lutheran Church Letter



MEALS on WHEELS
CULVER PALMS

TOGETHER, WE CAN DELIVER.

June 17, 2025

Subject: Public Comment Submission – Opposition to Overland Avenue Parking Removal

To Whom It May Concern:

I have attached our statement from Culver Palms Meals on Wheels expressing our strong opposition to the proposed elimination of street parking on Overland Avenue from Culver Boulevard to Ballona Creek.

As the Executive Director, I cannot attend the meeting. However, a member of our Board of Directors will be present to represent our organization and may read or summarize our position.

Please include this letter in the official record for the meeting.

Sincerely,

Pam Frieden
Executive Director
Culver Palms Meals on Wheels



MEALS on WHEELS
CULVER PALMS

TOGETHER, WE CAN DELIVER.

Statement Regarding Proposed Bicycle Lane and Elimination of Parking on Overland Avenue

On behalf of Culver Palms Meals on Wheels, I am writing to express our grave concern regarding the proposal to eliminate all street parking on Overland Avenue from Culver Boulevard to Ballona Creek.

Since 1974, our program has operated out of Grace Lutheran Church at 4427 Overland Avenue. We serve homebound seniors with daily meal deliveries. The parking spaces in front of the church are critical to our daily operations, especially on Tuesdays and Thursdays when alley access is restricted due to sanitation schedules. These days, our volunteers must rely entirely on the front and side parking for loading and the coordination of deliveries.

More than **900** volunteer hours are required to prepare and deliver meals from this location each month, resulting in nearly **34,000 meals** being served annually to older adults and people with disabilities in Culver City and surrounding areas. Removing our primary access point would significantly hinder these operations, delay services, and create unnecessary safety and logistical challenges.

While we recognize the value of safe transportation options, we strongly oppose eliminating vital street parking when a designated bicycle path already exists. This proposal is unnecessary and threatens to disrupt a decades-long community service feeding hundreds of vulnerable residents weekly. We urge the City to prioritize practical, inclusive planning that does not jeopardize critical programs like ours.

I appreciate your consideration.

Sincerely,

Pam Frieden

Executive Director



ATTACHMENT C

Community Engagement Summary Data

Culver City Senior Center - 6/17/2025

General Feedback

Keeping the center left-turn lane is necessary

Would like a class IV bike lane regardless of alternative chosen

Keep as existing, no protected bike lane needed

The bike lane is hardly used, do not change the corridor. Leave as is.

Parking needs to be protected in front of the church because there is no church parking lot.

The corridor needs more lighting. Alternative B is preferred to keep the center left-turn lane

Would like parking on both sides of the street due to street cleaning Tuesday and Thursday. No changes needed

The community expressed they do not want their taxes to go to this project. Would rather spend the money on something different.

Farragut school will have an issue turning on school days during peak hours

Suggestion to add bike signals.

Concerns on maintenance of bike lane.

Comment Types

Bicycle	24
Intersection	11
Other	65
Parking	33
Pedestrian	2
Safety	8

Alternative

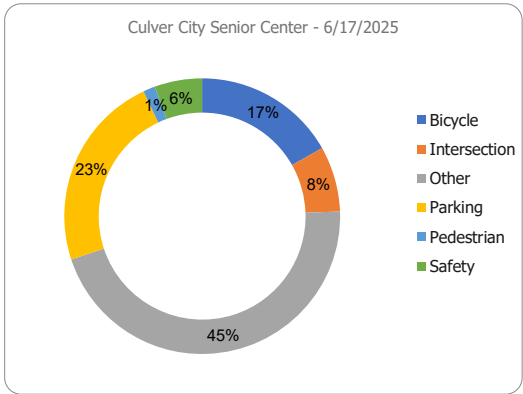
A	6
B	11
N/A	126

Support

Against	25
In Favor	32
Neutral	86

Attendance

Verbal Comments	143
Written Comments	N/A



Veterans Memorial Park - 7/8/2025

General Feedback

Concerns on the affects the new protected bike lane barrier will have on people with disabilities

Concerns with the protected bike lane collecting trash and cyclists not being able to move out of the way safely due to the protected barrier.

Majority like the addition of the full traffic signal at the Julian Dixon Library.

Would like additional lighting for sidewalks and bike lanes.

Concerns with the bus loading and unloading. How will the project ensure no ped+bike accidents from bus loading and unloading.

Concerns with parking being removed especially for businesses in the area. Would rather remove the center left-turn lane.

Many agreed the center left-turn lane is necessary to safely turn left or merge into traffic when exiting a driveway.

Prohibiting left-turns is disliked.

Parking in between a bike lane and moving traffic is dangerous especially for those with disabilities.

E-Bikes and scooters speed in bike lanes and on sidewalks which is dangerous.

Many like traffic signal and intersection improvements as part of the project.

Cyclists feel more safe riding in a protected bike lane along this corridor.

Comment Types

Bicycle	49
Intersection	14
Other	59
Parking	20
Pedestrian	12
Safety	19

Alternative

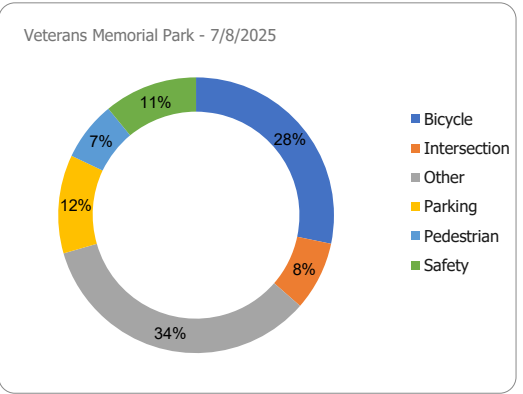
A	6
B	18
N/A	146

Support

Against	22
In Favor	41
Neutral	110

Attendance

Verbal Comments	148
Written Comments	25



Windsor Fountains Condominiums - 7/9/2025

General Feedback

Alternative B is preferred as the center left-turn lane is needed to merge onto oncoming traffic especially when leaving the condo parking lot.

In favor of the full traffic signal that will be installed at the library.

Concerns on increase in traffic.

Concerns on parking study. They felt that the walk time and available spaces are not accurate.

Concerns on parking, specifically permit parking.

Concerns on parking for streets cleaning days.

Many community members would prefer to keep it as existing.

Threatened to sue the City if the project moves forward.

Disability concerns if protected bike lane is added due to the protective barrier. Concrete is not preferred.

Concerns on cost. The community does not want their taxes going towards this project.

Concerned about proposed parking could pose danger as they have to be cautious when exiting the vehicle. Especially those with disabilities.

Safe bike lanes are greatly appreciated.

The community expressed they would greatly appreciate pedestrian and bike lighting along the corridor.

There community expressed they see many cyclists on the sidewalk instead of the bike lanes currently.

Recommended relocating the signal at the library closer to the creek to permit left-turn traffic from the driveway.

Comment Types

Bicycle	14
Intersection	5
Other	40
Parking	17
Pedestrian	12
Safety	7
Vehicle	2

Alternative

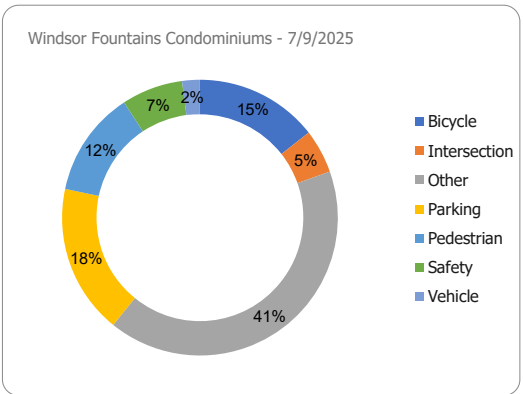
A	0
B	22
N/A	76

Support

Against	39
In Favor	22
Neutral	37

Attendance

Verbal Comments	31 (Estimated)
Written Comments	86



Overall Feedback

The community expressed concerns on parking relocation as there are permitted parking areas and many businesses do not have a parking lot.

The community expressed fear of biking on the current bike lanes due to high speed traffic.

It was expressed that the center left-turn lane is needed to safely merge onto oncoming traffic and exit/enter parking lots.

There were concerns for those with disabilities since the protected bike lane buffer could be a hazard for those with disabilities.

Many members expressed they would prefer option B over option A since parking can be relocated.

There were concerns on parking during street cleaning days.

The community expressed that they are for the new traffic signal at the library.

Several community members expressed that they would appreciate pedestrian and bike lane lighting along the corridor.

Cyclists expressed they would feel more safe if a protected bike lane was present and would prefer to keep the center left-turn lane.

Many community members were concerned with cost. They do not want their taxes to go to this project.

Community members expressed that they see many bikes on the sidewalk rather than the bike lane.

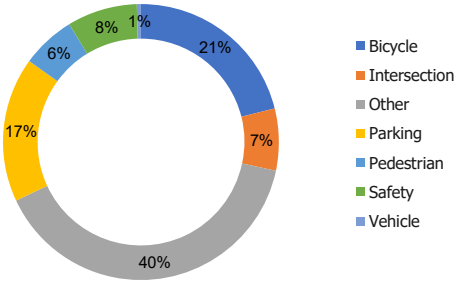
Comment Types	
Bicycle	87
Intersection	30
Other	164
Parking	70
Pedestrian	26
Safety	34
Vehicle	2

Alternative	
A	12
B	51
N/A	348

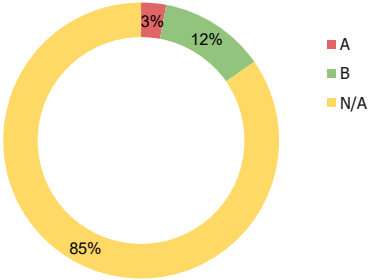
Support	
Against	86
In Favor	95
Neutral	233

Total Attendance	115
Total Verbal Comments	377
Total Written Comments	37

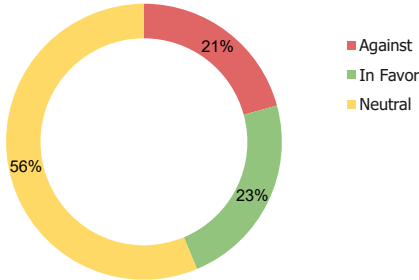
Overall - Comment Types



Overall - Alternative Choice



Overall - Support



Culver City - Community Outreach

Better Overland Project - Open House and Walking Tour

6/17/2025

Name	Alt A/B/N	Feedback
	A	concern about impact to their neighborhood, ex] parents dropping off their kids to school
		overlaw blw Culver @ Ballona creek / current existing conditions, worried about cars impeding the area - Speed limit should decrease to 35 / Need buffer regardless otherwise cars will impede
	B	Prefer B B/c bike riders are protected with not only buffer but also parked cars
	N	Keep existing, but taking away from so traffic is heavy as it is 4th selection (B) Don't want to give centerline b/c of delivery trucks @ people turning lane / trucks, safety
	B	B + of the two better traffic slow, like the centerline for / partly will be an issue though + it's surprising how much volume there is on overland
		my main concern is keeping intersection saved, we need to find a way to share the streets. want something (bike lanes) regardless of what folks decide.
		Do not understand why does it hurt you from changing class II to class IV. Want people to stay safe. Want those class IV lanes. Need bike connectors
		Lived in Culver City for 27 years. Problem for riders there is no connected routes. - don't have anything that is connected. Solution is not the ideal solution, but we need something / connectivity
		Tradeoffs. Folks in the apartments/corridors on the overland should consider the tradeoffs for this project... otherwise instead of prevents this project from moving forward
	B	Windows fountain Apartment, 263 units - we need the middle turn lane for folks to enter @ exit. Each unit has 2 parking spots, so we have

a lot of ins @ out

- centerline to ~~keep~~ enter @ exit for safety
- about 500 residents would

- Q: Culver B1 & Overland part of our intersection
 Q: Both options + intersection have the same improvements
 Q: The ADA comment

Culver City - Community Outreach		
Better Overland Project - Open House and Walking Tour		
6/17/2025		
Name	Alt A/B/N	Feedback
	B	Prefer to Prefer to keep the center lane. do not People will need to drive further out if they want to turn left, losing access
		Good to have access (on turny left) to unsynalined intersections
	B	- like that bike lane (west) have no parking - parking isn't always occupied, so its okay to remove parking - personally, would prefer neither and keep existing conditions
		- Generally speaking, these bike lanes provide good connections to the Ballona creek.
		Tonight is mostly about parking & center lane
		Prefer to spend no money on the project (Keep conditions as is)
		do you think children/Kids will use the bike lane?
		we don't want any changes. we should keep as is. The bike is clearly marked so no need to make any changes.
		Bike lane is not usable as it is. we need to make tradeoffs.

to the library
 @ Adult School

- Q: how does a person get out of a car (next to a bike lane)
 Q: Make a left at unsynalined intersections.
 Q: Will there be signs informing people that left turn lane isn't allow

Q: How are bike lanes cleaned?

Q: Why isn't there parking

Culver City - Community Outreach		
Better Overland Project - Open House and Walking Tour		
6/17/2025		
Name	Alt A/B/N	Feedback
	A	I like a bike lane where parking is kept along the Church
		Discussion on tradeoffs it was somewhat heated and make tradeoffs for improvements vs keeping it as is
		Church has so many different groups that are impacted at all times of the day (Church, diner, @ boy scouts)
		Concerned about the small businesses losing parking (adjacent to emerald estates)
		Taking away parking means there is the more people parking on the side streets
		Walking on the sidewalk, we are concerned about kids/adult riding their bike on the sidewalk. This poses a danger.
		Ride on the sidewalk b/c I can't cross the street. Others will be solved once signed the crosswalk is installed
Do outreach to 12 years		more protected bike - prevent kids from riding on sidewalk and hurting others
	B	Culver City Adult ^{School} there's a lot happening with people driving / dropping off (ex. lots of vans). It's super busy.
		Adult person wanted me to note that a roller blade - the need of cross the street by the library. Wanted to emphasize protected crosswalks.

Adult school parking is crazy
busy. Still prefer Alt. B
(renew park)

Culver City - Community Outreach

Better Overland Project - Open House and Walking Tour

6/17/2025

Name	Alt A/B/N	Feedback
		Does not like either alternative because there's not enough left turn lane/signal [REDACTED]
		Bike lane is rarely use. We haven't seen a bike lane at all
		Narrowing the bike lane car lanes will "make conditions more dangerous" (even though that comment is wrong)
		Bike lane is fine as it is. Not a single bike lane on side is
	FYI	Balboa Creek → to Mar Vista Gardens is dangerous needs more lighting
		Have Black Bollards + hard to see at the best of time 4501 Elverta Blvd Washington @ Culver / the black oval on the ground



Culver City - Community Outreach

Better Overland Project - Open House and Walking Tour

6/17/2025

Name	Alt A/B/N	Feedback
	A	Meals on wheels uses parking on overland Grace Diner
		Street Cleaning on Tues/Thurs along Overland
		Trash Dumpster twice per week T/Th
		Use front for pick up and drop off
		Franklin Ave South Parking full during day
		Farragut South 2 HR Parking
		Against post due to maintenance for bike lane
		Hides Overland Ave bike lane and feels okay
		Connection through Elenda instead of Overland
		Stewalk improvements

Culver City - Community Outreach

Better Overland Project - Open House and Walking Tour

6/17/2025

Name	Alt A/B/N	Feedback
		Improve parks grants
		CBA for improvements vs
		ADA Parking stalls needed
		Elderly facilities for accessibility
		Elw Demand
		Sony Riders N/S
		Bike accidents & crashes

6/17/2025

[illegible]

Culver City - Community Outreach

Better Overland Project - Open House and Walking Tour

6/17/2025

[illegible]

Culver City - Community Outreach

Better Overland Project - Open House and Walking Tour

6/17/2025

Name	Alt A/B/N	Feedback
		Difference between existing/proposed at Culver/Overland
		Is there option to do nothing
		In favor of bike lane
		Need high visibility crosswalks
		Why so much red curb in front of adult school?
		Ballards on Elandren

Culver City - Community Outreach

Better Overland Project - Open House and Walking Tour

6/17/2025

Name	Alt A/B/N	Feedback
	B	overflow parking on option existing conditions. For left turn * loves option B any curb protected concrete bike lane. Any ADA is excused for 2hr parking
		wants a hawk as the pedestrian crosswalk * concrete raised median for crosswalk
		* wants a bike button installed on both sides of the crosswalk and a cycle track on the segment before the crosswalk south of plans
		Question about obtaining added permit parking for those who will need to park in residential near area? Priority to ADA
		concrete barrier to omit left-turns at Farragut Dr., Garfield, Barnham
		speed bumps along corridor to slow vehicles down
		really do not like option A with no left-turns (4 people)
		like this setup for community meeting
		potential safety for vehicles opening a car door, buffer needed
		opposed to option A as it will backup during school hours also opposed to option B as it they need parking

Culver City - Community Outreach

Better Overland Project - Open House and Walking Tour

6/17/2025

Name	Alt A/B/N	Feedback
		dangerous for school drop off
		no permit parking (not accepted), don't like the idea of spilling into nex neighborhood
		opposed to removing center lane (for turning) also concerned with the ballona creek access point as it
		is already difficult to turn out of or into the complex with over 200 residents
		prefer a hawk vs. a red yellow green light
		liked the sign of "bike lane only vehicles prohibited"
	B	preference only if we have money to build a concrete separator if not prefers A
		wants protected signalized intersections on either option
		Alt. B wider sidewalk no center turn lane, likes that alt A reduces dimensions

Culver City - Community Outreach

Better Overland Project - Open House and Walking Tour

6/17/2025

Name	Alt A/B/N	Feedback
		feels it is redundant, but definitely wants protected bike lanes needs wider bike lanes, needs to be protected
		absolutely no bike lane, feels bike lanes are mostly unused e-bikes outselling conventional bikes, sees bikes on the sidewalk
		feels this has already discussed at Venice, e-bikes need to be regulated as a motorcycle, not on bike paths, instead should
		be on the road, feels most people will not use it, feels bollards/barriers creates a false sense of safety
all from one person		bikers should be paying for bike lanes, no one should bike for free, mostly on the sidewalk, does not like vision zero
		needs to be safer by marvister gardens (the projects), hates seeing an empty bike lane, mass transit doesn't work
		everyone drives, no one bikes in dangerous weather, culver city is a feeder city, overland bike lanes will clog nearby
		streets; there are plenty of nearby places people could go to in a car : all bikers are like Lance Armstrong

Culver City - Community Outreach

Better Overland Project - Open House and Walking Tour

6/17/2025

[illegible]

Culver City - Community Outreach

Better Overland Project - Open House and Walking Tour

6/17/2025

[illegible]

Culver City - Community Outreach

Better Overland Project - Open House and Walking Tour

6/17/2025

Name	Alt A/B/N	Feedback
		<ul style="list-style-type: none"> • concerns abt visibility at Farragut - the lights and intersection geometry • so many events where people cross illegally • want another ped signal at Vets
		<ul style="list-style-type: none"> • driveway out of Vets - the vchs are only looking left at bikes, not peds xing • bicyclists zoom, scary for peds at Venice and Hughes, but bikes are running a red light
		<ul style="list-style-type: none"> • Q: bicyclist going north: how to turn left? → turn at a protected LT
		<ul style="list-style-type: none"> • Franklin: bike signal is better
		<ul style="list-style-type: none"> • bike buttons and bike feedback detection at Library and typically → want positive feedback or pre-tracking
		<ul style="list-style-type: none"> • a signal and xwalk at library would be ideal → if nothing goes through, a signal is <u>necessary</u>
		<ul style="list-style-type: none"> • want project on Jefferson?
		<ul style="list-style-type: none"> • current bike lane that people are not "using", reason people aren't being seen using it b/c it's dangerous using
		<ul style="list-style-type: none"> → interested but concern cyclists • how do projects get approved w/o demand? → council
		<ul style="list-style-type: none"> • MOVE: barely see bikes, cars aren't moving. → peds are up though

→ no ped striping

Culver City - Community Outreach

Better Overland Project - Open House and Walking Tour

6/17/2025

Name	Alt A/B/N	Feedback
	B	<ul style="list-style-type: none"> works at senior center, part of a walking group (1st for seniors) (14 seniors) → seniors overwhelmingly supportive, concerned about safety like when bikes are safer on the car road so they're not on the sidewalk
	B	<ul style="list-style-type: none"> one w/ center lane is obvi. choice b/c people who live there and want to turn in (and delivery people). → why sacrifice more parking for that?
11	11	<ul style="list-style-type: none"> heard ppl saying: I don't see why we need change for no reason ultimately, place will get more dense and we want people out of the car → risking doors and cars shifting
	11	<ul style="list-style-type: none"> if people are being barely inconvenienced, they can bear it a motorist: wants to see something that slows the traffic down (3 ppl) → think about kids, seniors, schools
	11	<ul style="list-style-type: none"> loves signal at library " " " → wants a real signal or rest in red " " "
#2	A or B	<ul style="list-style-type: none"> as long as there's no decrease to driving lanes Overland from Palms to Culver: lots of traffic library parking always full: hundreds people, programs, etc. → negative impact
		<ul style="list-style-type: none"> would be nice to have dedicated way to ballona creek
		<ul style="list-style-type: none"> people park in the neighborhood to go to the church

Culver City - Community Outreach

Better Overland Project - Open House and Walking Tour

6/17/2025

Name	Alt A/B/N	Feedback
		<ul style="list-style-type: none"> • concerned about restricted/permit parking in neighborhood streets • not enough parking at library • don't want to park inside neighborhoods
	N	<ul style="list-style-type: none"> • trying to avoid permit parking, it creates a different problem • bad idea to put xwalk at library, parking lot is almost always full from people visiting others at the fountain
	11	<ul style="list-style-type: none"> • getting rid of LT lane is going havoc • parking in front of library is critical • night time parking in lot also won't help
		<ul style="list-style-type: none"> • worried about travel in the school areas • don't want Alt B because of the church parking → Meals on Wheels (5 times/wk), Grace Diner (3 times/wk)
	A or B	<ul style="list-style-type: none"> • want class IV bike lanes, regardless of parking
	B	<ul style="list-style-type: none"> • Farragut school - will be an issue turning b/t 8:15-8:35 during school days • need protected bike lane on balloon bridge • scariest for bikes at balloon pinch point
	11	<ul style="list-style-type: none"> • when people are late, there might be a crush at school time • is there way to make Farragut a school zone + lower speeds? • vehicles park in middle of street to drop off kids
		<ul style="list-style-type: none"> • Overland on Washington to Jefferson: before there was a bike lane but no bikes → no demand but bicyclists want to avoid b/c not safe (diff. citizen) • West/East demand for bikes on Farragut/cross streets
		<ul style="list-style-type: none"> → demand at balloon creek → no demand for work, only school • residents want survey to look look at demand
		<ul style="list-style-type: none"> • also for the kids who want to bike to school • study how many sunny cyclists there are

• surprise A that city didn't ask school
 • ask the school, not the students
 ↳ management

I prefer saving the turning lane, since people will turn anyway.

I feel much safer biking w/ parked cars on my left rather than biking next to the traffic lane.

OPTION 'B' Thanks
is best for biker safety + it keeps the middle lane so drivers can have a hover spot of safety!

I support Alternate B.
Install separate bike, pedestrian, & traffic signals on signalized intersections.
Put designated bike & scooter racks at the Veterans Memorial Park, Julian Dixon Library, bus stops (in front of)

Do not do alternative A or B. Leave Overland as it is. Do not make a congested street worse by eliminating parking, left turn lanes, etc.

I like Alternative B because it creates safer bike & pedestrian routes while maintaining key traffic infrastructure for cars.

The sacrifice of parking spots when so much other parking is available seems worth it.

Alternative B -

I like the safety curbs & the easier access to the library:



Love safe sidewalks & protected bike lanes!

~~The no left turn rule~~

- Consider installing a timed scramble at the Braddock & Farragut ~~and the~~ intersections during high ped times (school openings)

I love the idea of at least some bike protection over the Ballona

Leave Existing BIKE LANE

Don't Fund Project there is
NO MONEY

When the ~~bus~~ bike lanes go over bus stops

I am concerned that bikers will need to swerve to avoid people waiting for buses or people boarding or alighting from buses. It seems like an accident waiting to happen. Also, the bus's accessibility ramps ~~don't~~ would force bikers to wait until it is fully retracted.

We love the protected bike lanes but have concerns about the impact of traffic on side streets for option A.

Thank you for protecting us! (M)

Definitely Alternative 2 - the removal of the left turn lane will be a nightmare. Thx!

Please don't make any changes. Overland is fine the way it is.

Better Overland:

Positive -

- 1) Add pedestrian crosswalk near library
- 2) Add delay on crosswalk light so crosswalk lights allow pedestrian crossing for 5 or 10 seconds before cars get green light
- 3) Improve Overland Class II bike lanes by painting lane with bright green color

I think the protected bike lane is a great idea as well as the extension past Culver Blvd, it's especially good for students biking to school. I think option B is better as it serves drivers a bit better and bikers equally well.

Stop the Nonsense
Stop spending the Money
Keep the "existing" bike lanes on Overland //

Better Overland

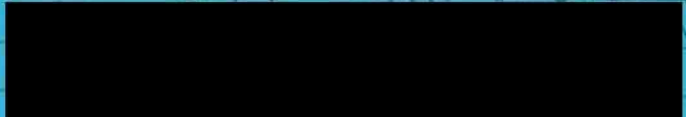
Negative comments-

- 1) Do not put Class IV bike lanes between Culver and Jefferson
- 2) Class IV lanes add new hazard for Windsor Fm condo residents exiting our property and turning left to go south on Overland

Staff should push
back against misinforming
NIMBYs and not leave it up
to the community to argue
against false info.

Thank you for doing this!

I am tired of taking my life into my hands when I take on Overland to cross Ballona. I support losing the turn lane as turn lanes are dangerous and contribute to higher accident rates. Thank you!



Thanks for your work to make
biking and walking safer. I also
think this project will connect the two
sides of Overland to a greater degree.
I prefer the option that gives up
parking (B). I worry about non-

Re Overland Changes

Neither A nor B are good!
Period! All will impede
traffic flow which
only ADDS more pollution
to our already bad air!
To the few that use the
bike lanes, is not fair!
How do I know so few do?

Compliance with the left turn prohibition. I also think the prohibition will feed anti-bike feelings in the community. I also think public roads should favor public uses over private parking.

I live by a bike lane and have to park on it to get off my street every day, as I try to cross over Venice, that includes bus lane. It is a danger and accident waiting to happen. Taking away center lane & left turns on Overland is a bad idea.

Culver City - Community Outreach

Better Overland Project - Open House and Walking Tour

7/8/2025

Name	Alt A/B/N	Feedback
		<ul style="list-style-type: none"> • People running across bike lane (visibility) • Mini Sweeper
		<ul style="list-style-type: none"> • Trees hanging over on Venice (Maintenance) EB between Midvale & Glendon
		<ul style="list-style-type: none"> • Flex Post Down on Glendon between Culver & Washington
		<ul style="list-style-type: none"> • Ped Signal @ Phuse 1 • Alt A allow left turn @ Julian Dixon
		<ul style="list-style-type: none"> • mini Sweeper
		<ul style="list-style-type: none"> • Bus Stop north bound near Julian Dixon
	A	<p>"I feel really scared how overland as is currently"</p> <p>"Would prefer A" Make to account for visibility</p>
		Add bike signal at signalized intersections
		Single bike capacity
		Can we optimize traffic signals for schools
	B	Favor B so drivers don't hate me as a bike

Culver City - Community Outreach

Better Overland Project - Open House and Walking Tour

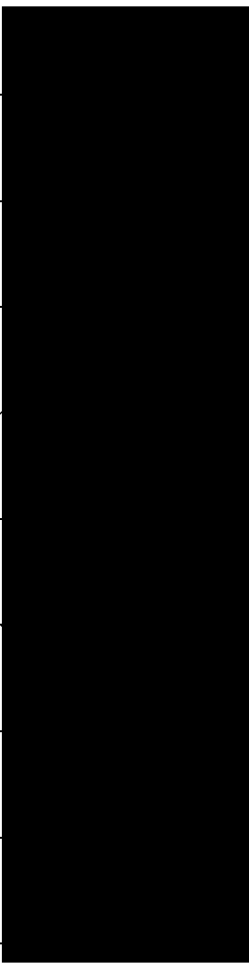
7/8/2025

Name	Alt A/B/N	Feedback
	B	Have spaces for bikes & scooters to park Prohibiting left turns will be hard hard
		Is it possible to do a combination design
	B	LA drivers are hostile towards bikes I would ride this if it was implemented
	Ped only	Sidewalks aren't wide enough or lit up Can't walk side by side with restaurant
		Hard to get from point a to b as it is
		Shared bus/Peak hour lane (New York?)
		Elenda: Can't get through bc no turns & push people on Sepulveda
		Is there are a min gutter & lane width?
		How will buses pull off to load passengers
		Is there protection over the creek?

Culver City - Community Outreach

Better Overland Project - Open House and Walking Tour

7/8/2025

Name	Alt A/B/N	Feedback
		Business outreach regarding parking
		Ped scrambles during school hours @ signals
		Stop bars for ped signal. Doesn't currently at westwood park
		Ballona Creek lighting needed
		Metering parking on overland
		LPI for bikes
	B	
	B	Bumper to bumper to get through/out on side street driveways Day camp for kids on Farragut Dr
		Will Virginia allowing U-Turns
		Alt A allow left turns @ Julian Dixon

Getting across coombs and elend

Culver City - Community Outreach

Better Overland Project - Open House and Walking Tour

7/8/2025

Name	Alt A/B/N	Feedback
		<ul style="list-style-type: none"> • Windsor apartments parking → they go to 1st street or Kinstone • want enforced helmets • permit parking
		• want bike infrastructure but don't want to dismantle other disability infrastructure
	B	<ul style="list-style-type: none"> • like Alt B b/c it has the center turn lane — it's safer, keeps parking by the apt. • like protected intersections • like protected bike lanes
	N/A	• no change. keep existing. there's not enough parking for condos
	B	<ul style="list-style-type: none"> • Overland might be good for 2 way • want safe bike lanes • B doesn't piss off residents for center LT lane
		• put designated delivery spots
	A	<ul style="list-style-type: none"> • like more parking for the delivers deliveries • some apts don't come w/ parking spots, but Windsor is 2 spots/unit
		• need signal for library people to turn left
		• need u-turn at Virginia
		• love the center lane

Culver City - Community Outreach

Better Overland Project - Open House and Walking Tour

7/8/2025

Name	Alt A/B/N	Feedback
		<ul style="list-style-type: none"> separated park lanes cause potential risks for cars parked that need to open their doors toward the ^{bike} bike lanes cannot clean these bike lanes
		<ul style="list-style-type: none"> there are no bikes right now make bike lane brighter dangerous to park next to a bike lane
		<ul style="list-style-type: none"> concerns about people waiting waiting for bus and blocking bike lanes is there a study that shows how many people are waiting on the bus platforms scared that getting on/off the bus bus, people will get hit by bikes
		<ul style="list-style-type: none"> worried about people who are getting dropped off by paratransit that need to get to Vets or the senior center want designated areas for scooters and bikes to park
		<ul style="list-style-type: none"> look at ped/bike collisions don't want what happened on Washington Blvd / MOVE
		<ul style="list-style-type: none"> MOVE delay was 4 min total. nothing to do w/ the bike lanes. disagreed w/ [REDACTED]
	A/B	<ul style="list-style-type: none"> center turn lane is important
	A	<ul style="list-style-type: none"> need parking for pool crossing bike lanes is dangerous (e-bikes) concrete medians at intersections is dumb bike lanes are dirty
		<ul style="list-style-type: none"> streetlights at Belmont and Sawtelle are dumb, too close together
	N/A	<ul style="list-style-type: none"> lots of concerns about disabilities (cane/wheelchair/walker) for both alternatives lots of seniors (vision impairment, mobility) hard to navigate

- have accessibility areas for paratransit
- bike lanes = couldn't get close enough to the curb for wheelchairs
- hard to see the plans
- worried about outcomes, bc there will be hardships for disabled

Culver City - Community Outreach

Better Overland Project - Open House and Walking Tour

7/8/2025

Name	Alt A/B/N	Feedback
		<ul style="list-style-type: none"> • if people (disabled) could use their scooters/motorized vehicles in the bike lane, that could be a good argument • def slows people down
		<ul style="list-style-type: none"> • going EB on Braddock: cars are overtaking bikes from the outside b/c of how it's set up • want additional bike parking at library and along corridor to give alt. to no parking
		<ul style="list-style-type: none"> • Braddock in LA: has signs that bikes sh can use the full lane → signs would be good
	N/A	<ul style="list-style-type: none"> • don't change anything • concerned about Kelmore/Ranch and Sawtelle signal, dangerous b/c cars don't stop → 70 yrs ago: signal caused a fatality
		<ul style="list-style-type: none"> • not enough bikes existing existing • love the stop signs
	B	<ul style="list-style-type: none"> • don't think enforcement would happen enough for the no LT • design is great, seniors and kids crossing so this will be safer • bikes will come if built
	B	<ul style="list-style-type: none"> • same reason, people will turn left anyway
		<ul style="list-style-type: none"> • is it possible to get ADA spaces (parking?) • have designated drop-off areas for people, doordash, etc. • inconsistency w/ real time bus arrivals
	B	<ul style="list-style-type: none"> • don't get rid of parking • use barman for LT instead • post that bikes should stay single file • want permit parking • Farragut timing needs to be adjusted, too slow (make a RT to UTurn)
		<ul style="list-style-type: none"> • protected bike lane is really helpful

Culver City - Community Outreach

Better Overland Project - Open House and Walking Tour

7/8/2025

Name	Alt A/B/N	Feedback
		Is there any way to adjust bike lane at Ballona creek closer to bumper? add channelizers? concerns at this area
		As a bicyclist there is downside to protected bike lanes Played around with Ai, he feels class IV puts you closer to
		the curb. Naturally the road has nails, glass, rocks, twigs it's harder to sway away from this in class IV.
		He lives in Windsor. Fearful of right turns because you are not as visible compared to class II since there is parking, bike, curb
		Mentioned E-bikes go a lot faster on the bike lanes. Feels cars will better see bikes compared to a class IV
		Not in favor of removing center turn lane. Feels it will increase accidents
		Is interested in adding pedestrian lead/lag at lights so cars can see the pedestrian in the road before the light turns green.

Culver City - Community Outreach

Better Overland Project - Open House and Walking Tour

7/8/2025

Name	Alt A/B/N	Feedback
		wants an explanation as to why there are so many injuries/deaths around here. Thomas explained speeding is an issue & long crossing
		distances. would
		does not like any. Thinks its a waste of time and money
		would like to know more about the traffic studies and how traffic mitigated
		concerned of having to look for bikes before opening
		does not want red cameras. wants to know about the traffic studies
		difficult for people with disabilities when getting out of the vehicles especially with people speeding. likes bike lanes
	NO!	why now do we need bike lanes. protected. There are already bike lanes. not senior friendly, in a
		does not make sense to spend all of this project to slow cars down or more difficult for vehicles to get through. giant block between
		Minda and Culver. great

Culver City - Community Outreach		
Better Overland Project - Open House and Walking Tour		
7/8/2025		
Name	Alt A/B/N	Feedback
	A	does not for like the removal of left turns
	N/A	would like plans blown up/enlarged to see plans. Feels there are disability concerns
		concerns about permit parking. sees both alternatives as a nightmare for people with disabilities
		worried that they have to look for cars on one side and bikes on the other when getting into cars.
		fear and anxiety for people with disabilities. like the new signal at the library and safety upgrades at to signalized intersections.
		Really likes the addition of the signal at the library. Good feedback from group
		would like disability concerns to come to council and be presented
		concerns on permit parking. business owner in the area (east side)
	A	when biking, feels unsafe biking. prefers to keep park
	B	prefers Alt B keep center lane

Culver City - Community Outreach

Better Overland Project - Open House and Walking Tour

7/8/2025

Name	Alt A/B/N	Feedback
	No!	does not want any alternatives. wants to know how it will remain the same
		if changing this will make it seamless connection, then thats great. (for bike lanes in the city)
		is there a way to make it protected without the concrete barrier
	(NO!)	leave existing pattern. no need to spend more money
		confusing at intersections, especially for new bikers. worried about right turns
	(NO!)	Prefers existing conditions. Feels it puts cars in danger. Prefers stop signs. (sawtelle) has lived here 55 years
		do we consider bus signs, the order in which they arrive? it would require us to synchronise bus with light. Is questioning
		signal timing (to synchronizing bus arrival time). we don't do this.
		how many accidents have been on overland ave with bikes and cars will it tap into current budget? → NO
		concerns on cost.

Culver City - Community Outreach

Better Overland Project - Open House and Walking Tour

7/8/2025

Name	Alt A/B/N	Feedback
		concerns on costs again. Does not think the grant will cover concerns with having to put in money. concerns on keeping bike
		lanes clean. cannot move out of the way if there is something or a hazard in the way.
		concerns on alternative parking spaces. Feels this should be at the beginning of the discussion
		The overland / Fawcett needs to be adjusted for school hours signal timing
		concerns on removed parking. concerns on permit parking. Like the church loading zone
		Depending on the business they should have a loading and unloading zone
		Almost everyone enjoys the new signal at the Julian Dixon Library! asking about timeline.
		concerns on if this new signal will backup traffic more. → The signals are synchronized
		concerned with left turn restrictions in Alt A.
		question on high frequency left turn areas

Culver City - Community Outreach

Better Overland Project - Open House and Walking Tour

7/8/2025

Name	Alt A/B/N	Feedback
		questions on money and if we are asking for monetary donations. Is this coming from taxes?
		question on thickness of the concrete barrier
		question on lighting for bikes and pedestrians
		asked about bus stops in the area, can these be moved
		question on costs of detection for bikes. question on costs of ramps. Average cost per intersection
		Cost of installing LPI → no cost associated (signal timing) costs staff time
		Asked about bus stops. How will these be affected?
		concerns with moving vehicles to the side streets. says it's very fun on Farradut due to schools (mid day time and afternoon)
		How are we reducing speed? why if it is slow during peak times on the other hand, it does not feel safe to ride a bike in existing conditions. Fear of not being able to leave the neighborhood due to traffic and speeding

Alternative B is best because
of the bike lines and the
light in front of 4900 Overland

[REDACTED]
[REDACTED] I DO NOT accept
Plan A or Plan B.

Retain the existing design.

We prefer NO change or
Alternative B option for Overland
Ave road lane change.
This will support school
traffic build up in the
morning and evening as
this is residential area.

Option B is preferred for keeping
the center turn lane, having the
crosswalk, and keeping some street
parking. Protected bike lanes make
the Overland much more hospitable.

Culver City Public Works Dept
failed to provide handouts
for their meeting of plans
Keep existing as is or
Plan B

Alt. (A) Removing the center
lane is very dangerous - it
makes it unsafe for residents
to turn left out of their driveway.
It also means they'll stop
traffic anytime they turn left into
their driveways. Will create

Alt. (B) Less parking is a real
issue for all residents

Leave this
as is.
No change to
current existing

As an owner [REDACTED]

[REDACTED] I do not want
any changes to the current
road plan we currently have on
Overland betw. Brookdale & the creek bridge.

[REDACTED]
I Guarantee To file the lawsuit
if worst Overland Project ~~get~~
approved.

I'd prefer plan B which retains our center turn lane if this project is going through. If there's a possibility to keep existing matts my 1st choice.

KEEP EXISTING
OR
KEEP CENTER LANE

Concern about lack of cross streets at night for guests. [redacted] near Ballong Creek, and have kids and grandchildren who I don't want wandering the streets at night. Traffic on Overland can be very fast and crazy. Dangerous. Thanks, [redacted]

LEAVE IT THE WAY IT IS!

① Can we put a "keep clear" marking in front of our exit gate due to the Pedestrian Crossing.

② Do we need to have a "Double Yellow" mss section that prevents us from using it to merge into traffic

I Prefer Plan B because the community needs to be able to turn left at times to exit

I prefer is my preference.

Alternative A is a no go
[redacted]

Leave it the way it is!

Overland is Dangerous enough!

Asking if Calver City could install a pedestrian crosswalk at entrance to Ballong Creek and at exit gate of Windsor Fountains. It is dangerous when drivers are exiting out of exit gate of our condo building. Maybe even a light with the crosswalk.

Please keep class II bike lane
between ~~Culver~~ Jefferson and
Culver, don't make class II.
Improve class II lane by painting
it green.

Class II lane is not helpful in
certain aspects, how street sweep
~~the~~ road debris collects in
class IV lane, rocks, nails, glass,

Please add crosswalk to area near
library.

Please add pedestrian light that has
5 or 8 second delay before traffic
light turns green

Alternative B
is the best of
this bad idea.

"Parking Demand" doesn't include
weekends in the very limited
survey - nor week day mornings

More people work at home so evening
is not necessarily the only high
demand time

* Really like the ped. light *
in front of the Library - should
have X'ing
guard

Please do not do the plan
that makes it impossible to
leave/enter our place

Leave the existing one
in tact.

Prefer to keep the middle island and
remove ~~free~~ parking on the library
side. Opt. B.

As a tenant and cyclist I strongly
approve of Alternative B. I think it
will add a decent amount of protections
for cyclists, encouraging them to use
the bike lane over using the sidewalk
as they do currently.

I think keeping the center turn lane is
100% necessary for this street.

Losing the center offset lane
would be a disaster for all
residents - the ability to make
a left turn into/out of a driveway
is critical

* We need the center turn lane *
Residents need to be able to exit L
we need the parking as well

make 2 crosswalks to
slow traffic (instead of just one)

Do we even need a bike
lane?

As a taxpayer I do not
want something that
makes traffic worse
more noise exhaust from
the cars -

I would like to see
my taxes go to other things

Honestly we prefer the existing (current)
option. More than a 100 people
live here, we need the parking and
middle lane. I'm as left as it gets
but this decision will push so many
away. Maybe actually listen to us,
give us only the crosswalk, don't run
this area. Maybe start with getting
to let to come on time and fix our sidewalk

Reducing parking spaces is
a terrible idea - there is
demand on the side streets too,
very little available

if bike lane is near curb +
car parking is to the left of
the lane, when you are trying
to get into the car on the
passenger side - bike will be
wizzing by (I assume most
bikes will be able to use that
lane as well) creating a ~~the~~
potentially deadly occurrence -
Also on the left of your car
you have to contend with traffic

Don't Fix it if it is
not broken.

There is no good reason
for either plan A or B.
There are lots of
reasons why the
proposed change is
unnecessary and will be
nothing but unsafe for
residents of Windsor

[REDACTED] who also owns both a
car and a bike, I'm a fan of
option B. We are constantly using the
center lane to turn left into our
complex from downtown culver (where I
work) and also using it to safely
turn left when exiting to go south.
Removing it would cause a huge traffic
& safety issue. Many people in our complex

We don't need a protected bike lane
There are almost no cyclists
even when there is no traffic

We need the middle lane all
the way across the bridge

With elderly parents it's hard
for them to walk across →

again creating a possible
negative occurrence -??



Fountains,



→ continued from back...
are seniors or disabled & rely on vehicle
transportation. However as a bicyclist I'd
greatly appreciate safer bike lanes.
Cars constantly speed down Overland.

→ a protected bike path to get
in the car. And we will
have to open our car door
into traffic to get ~~on~~ in
and out of the car.

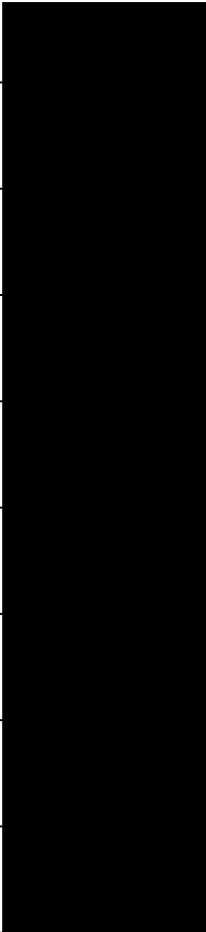
LEAVE IT THE
[REDACTED] ALONE !!!

Great job. Thank you
for dealing with this

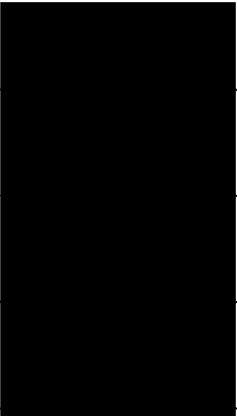
Culver City - Community Outreach

Better Overland Project - Open House and Walking Tour

7/9/2025

Name	Alt A/B/N	Feedback
	B	We can't do alternative A
		How do we determine parking demand
		I almost never see a parking space available
		Can we get a left turn signal at bradlock
		You can't mess with the parking or the median lane
		If the project goes through I will sue the city
		Is there not an option to keep it as is?
		I have seen many accidents by the library
		It takes me 15-20 min to go from culver to the creek
		I have guest who wont be able to park
		I am terrified to ride my bike on overland

7:35 20 / 7:15 35

Culver City - Community Outreach		
Better Overland Project - Open House and Walking Tour		
7/9/2025		
Name	Alt A/B/N	Feedback
		These walk times are too fast
		There aren't enough cyclist on the corridor We need the middle lane
		Are there opportunities for permit parking in residential zones
		Fire Department will take over two lanes
		Has there been an assesment of extra traffic due to no left turns
		Would there be an LPI added? Hanging parked cars reduces visibility of bikers for drivers
		How would we keep the bike lanes clean? We wouldn't keepy it clean We should just add more green paint
		I am in favor of adding the pedestrian signal at Julian Dixon
		If the bike lane goes in we can't ride a bike

Culver City - Community Outreach

Better Overland Project - Open House and Walking Tour

7/9/2025

Name	Alt A/B/N	Feedback
		• concerns about parking - permit parking?
		• b/c of xing at library, concerned of backup of traffic - want "KEEP CLEAR" at the exit dwy of the apts • don't see anyone on the sidewalk (either)
		• signal backup on Overland (sometimes)
		• center turn lane is <u>VERY</u> important
		• MOVE: businesses closing, nowhere to drop people off, now no one is riding the bus and it's hard for the elderly
		• see bikers on the sidewalk

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Better Overland Project - Open House and Walking Tour

7/9/2025

Name	Alt A/B/N	Feedback
	B	<ul style="list-style-type: none"> • rarely see people riding bikes, traffic is a nightmare already. NEVER see bikes • didn't see it on MOVIE, most of traffic on those streets go to overland • wanted xwalk for library
	B	<ul style="list-style-type: none"> • street cleaning days: cars move to opposite side, hard already to park • need center turn lane • if no one are getting hit, why add barriers
	N N	<ul style="list-style-type: none"> • don't want to lose parking, library will run out of parking • need center turn lane
	do nothing	<ul style="list-style-type: none"> • need center lane and parking • why can't we make ex. bike lane bright green?
		<ul style="list-style-type: none"> • if we can't turn left, traffic is bad on overland • if parking is outside, people are going to get hit in the bike lane
		<ul style="list-style-type: none"> • need the center center lane
	B	<ul style="list-style-type: none"> • lots of people need to turn left into complex
	no existing.	<ul style="list-style-type: none"> • need center turn lane and parking
		<ul style="list-style-type: none"> • do 2 xwalks to slow people down
		<ul style="list-style-type: none"> • A is ridiculous, can't turn left into the apt.

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Name	Alt A/B/N	Feedback
	B	Those who are not opposed
	B	wants to keep the center left turn lane because its already hard to turn left
	B	wants to keep center left turn lane
		would like to know parking demand on the weekend
		keep it the way it is
	C	no bike lanes, it will always be dangerous
	C	No bike lanes, it will always be dangerous
	C	no removal of the middle lane (very dangerous), no bike lanes eliminating parking is a no
		everyone likes the installation of the signal at the library
	C	prefers to leave the way it is. we do not have guest parking

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7/9/2025

Name	Alt A/B/N	Feedback
		would prefer to be asked if a bus stop will be installed at the new signal
	B	prefers option B. It is unpleasant to be on overland as a pedestrian likes protected bike lanes
	B	would prefer keeping as is but if they have to choose they would choose B
	C	no project just crosswalk. street cleaning days will heavily affect parking. permitted parking on side streets. street cleaning is also
	do nothing!	on side streets therefore if parking is removed, people will have no where to park. no guest parking at the condos.
		concerns on how the bike will be seperated. concrete is not liked due to disability concerns
		what is the motivation of changing the road? concerns on why there are more meeting when opinions were voiced last year
		concerns on bvdget and how this will get funded
		concerns on width of lanes (parking) because of fear of getting out of the vehicle
		question of instead of a center left turn lane, adding multiple left turn lanes

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[illegible][illegible]