

OFFICIAL MINUTES OF THE CULVER CITY
STANDING MOBILITY SUBCOMMITTEE

SPECIAL MEETING OF THE CULVER CITY
STANDING MOBILITY SUBCOMMITTEE
CULVER CITY, CALIFORNIA

March 31, 2026
6:00 p.m.

Call to Order & Roll Call

Vice Mayor Fish called the special meeting of the Standing Mobility Subcommittee to order at 6:00 p.m. in the Dan Patacchia Meeting Room at City Hall.

Present: Freddy Puza, Mayor
 Bubba Fish, Vice Mayor

Staff Present: Seth Contreras, Transportation and Mobility
 Planning Manager
 Thomas Check, Senior Traffic Engineer
 Henry Phipps, Senior Transportation Planner
 Alicia Ide, Public Works Senior Management
 Analyst
 Ryan Hund, Transportation Management Analyst
 Kate Saunders-Britton, Transportation
 Administrative Secretary

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Pledge of Allegiance

Vice Mayor Fish the Pledge of Allegiance.

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Community Announcements from Members

Mayor Puza wished everyone a Happy Trans Day of Visibility, Happy Farmworkers Day, and Happy Passover on April 1 to all who observe.

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Information Items from Staff

Alicia Ide, Senior Management Analyst, reminded everyone that the next meeting was scheduled for May 12.

Thomas Check, Senior Traffic Engineer, provided an update on the progress of the eastern extension of the Move Culver City Project noting that they were happy with the work of the contractors.

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Public Comment - Items NOT on the Agenda

Mayor Puza invited public comment.

Alicia Ide, Senior Management Analyst, read the Culver City statement on hate speech and decorum, and reminded everyone that speakers must sign up to speak before the agenda item is called.

The following members of the public addressed the Subcommittee:

Michael Koppy reported that the group's request to restore on-street parking near the southbound 405 freeway entrance on Sawtelle Boulevard had been ongoing for approximately three years; noted that no official or community voice had been raised in opposition to the request; described the circumstances under which he became involved in advocating on behalf of affected residents; and expressed frustration with staff interactions.

Alicia Ide, Senior Management Analyst, reminded speakers to be mindful of language used.

Michael Koppy discussed lack of staff response to his email, and he requested that the Subcommittee direct staff member Andrew Maximous to provide monthly written updates to residents as a means of reducing the need for continued public meeting appearances.

Vince Sorrentino indicated living on Sawtelle Boulevard; expressed frustration with a lack of staff response regarding removal of on-street parking near the 405 Freeway entrance, in addition to the prior loss of three parking spaces during a freeway widening project; indicated that they had nowhere to park; and stated that the lack of communication made him feel that staff was playing a game.

Vice Mayor Fish noted that Andrew Maximous was unable to attend the meeting; discussed work to obtain a response from Caltrans regarding the design; and requested that an update be provided at the next meeting, or in the interim, if possible, given that the Subcommittee had previously considered the matter and provided a recommendation.

Salem Yemane indicated living on Sawtelle Boulevard; discussed the impact of the parking loss on daily life; difficulty accessing

home during peak traffic periods; frustration with the extended duration of the issue without resolution; and requested that the committee take action or provide regular updates on progress.

Adam Brand reported living on Sawtelle Boulevard; discussed the loss of parking spaces in connection with the 405 Freeway access ramp as a long-standing neighborhood issue; the difficulty of hosting family and friends due to the absence of parking; described ongoing safety and access challenges experienced when attempting to exit the neighborhood; and he asked for their parking spaces back.

Jesse Acosta discussed living on Sawtelle Boulevard; expressed support for restoring the parking spaces; noted that the removal of parking had the unintended effect of eliminating a recreational vehicle encampment problem that had been developing in the area; and requested that any restoration of parking include signage prohibiting oversized vehicles or extended parking to prevent the return of that issue.

Bryan Sanders discussed potential impact of the Elenda Street project on the neighborhood with over 40 mature trees and limited driveway access; noted that many residents depend on curb access for caregiving, medical support, and daily needs; and requested clarification regarding a discrepancy between an initial 18-inch encroachment measurement into tree root structures cited in a prior Bicycle and Pedestrian Advisory Committee (BPAC) proceeding and a subsequent 60-inch measurement identified during the arborist and engineering assessment.

Monica Richardson discussed concern with the proposed removal of dedicated right-turn lanes on Overland Avenue and Washington Boulevard noting that they were installed as traffic mitigation under a prior CEQA (California Environmental Quality Act) process; concern that their removal without an updated traffic analysis may be inconsistent with that environmental review; concern with a misleading staff report; wanting to see a response to her concerns; and she requested full public reporting on the proposed changes and greater transparency regarding project scope.

Lori Horn was called to speak but was not present in person or online.

Brian Maisch indicated being a lifelong Culver City resident; expressed strong opposition to the Better Overland, Elenda, and Sepulveda Connects projects; questioned whether the majority of affected residents had been meaningfully consulted; discussed the upcoming election; and urged the City Council to remain accountable to the residents it represents.

Marci Baun expressed concern about gaps in bus service coverage along a major corridor noting difficulty locating an active Culver City bus stop near Washington and La Cienega Boulevards despite online listings indicating a stop in that area.

Greg Maron indicated speaking as a resident of Culver City and not on behalf of any committee on which he serves; expressed support for the Better Overland Project; noted that the project was the subject of several years of study and extensive public comment prior to a unanimous 5-0 vote of the City Council; discussed resistance to local projects; the need to address and mitigate issues; the project as a positive response to larger environmental and societal changes; and urged the public not to lose sight of the long-term benefits of the project for future generations.

Mary Daval discussed wayfinding infrastructure for cyclists; observance of a cyclist on Lucerne Avenue who appeared to be unaware of a more accessible route to the bike path via Higuera noting that improved signage directing cyclists to existing bike paths and routes would be especially valuable in light of upcoming major events expected to bring visitors to the City; and suggested that better wayfinding be considered as a near-term priority.

Rosalind LaBriola questioned the basis for appointing outspoken advocates for the Better Overland, Sepulveda Connects, and Tri-School Area Mobility projects as the sole members of the Subcommittee; asked why no community members had been appointed; wanted to know why the Subcommittee holds only special meetings; asked about recording decisions made in the meeting minutes; and requested that staff provide a more thorough public explanation of the Subcommittee's purpose, structure, and decision-making role, and that those details be made available on the City's website.

Jack Galanty discussed concerns with flexible delineator posts repeatedly displaced by construction crews; suggested that a more permanent curb-style treatment be considered as a replacement; and echoed prior comments regarding the need for improved wayfinding signage in light of increasing visitors to Culver City.

Frieda Dilonell felt that the Standing Mobility Subcommittee should be open to community members to serve; stated that representations made to the City Council that the community supports the Better Overland project are inaccurate, noting that over 3,000 signatures opposing the project had not been referenced in City Council proceedings; discussed the importance of parking and curb access for Windsor Fountains residents and the elderly; and concern regarding her medical condition and the impact of noise from a proposed crosswalk installation near her bedroom window.

Bob Momhme indicated being a longtime Culver City resident and cyclist; expressed support for well-designed bike lanes and paths; discussed concern that several recent bike infrastructure installations in the area are less safe than previously existing conditions; concerns regarding the proposed Overland Avenue design near the Senior Center; and offered to meet with staff to identify specific safety concerns, noting that no one had engaged with him on that offer.

Marta Valdez stated that two seniors who had not signed up prior to the item being called should be allowed to speak as they were new to the process, present, and ready to provide comment; expressed opposition to the Better Overland project; discussed the impact of the project on seniors, persons with disabilities, and parents with strollers; provided photos of residents of Rotary Plaza opposing the project and of those who had sustained injuries from falls on damaged sidewalks; and urged the Subcommittee to visit Rotary Plaza and hear directly from the residents there.

Stephanie Prior discussed the difficulty parking near Rotary Plaza while providing caregiving services to a resident there; parking that is frequently unavailable and requires multiple attempts to locate; physical assistance needs of the resident she helps; similar challenges faced by other caregivers serving residents of the facility; and she emphasized the importance of maintaining accessible parking and curb access for emergency response vehicles.

Angelina Seiger reported living in the area for about a year after being displaced by the Eaton Fire; discussed difficulty with parking availability in her building, which has only 14 spaces; her position on a waitlist for a parking space; the condition of existing sidewalks as hazardous and potentially a source of legal liability; and she urged the Subcommittee to prioritize sidewalk repair over the installation of bike lane barriers, noting that many residents of the surrounding buildings are elderly, use wheelchairs, or rely on mobility scooters.

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Receive and File Correspondence

MOVED BY MAYOR PUZA, SECONDED BY VICE CHAIR FISH AND UNANIMOUSLY CARRIED, THAT THE STANDING MOBILITY SUBCOMMITTEE RECEIVE AND FILE CORRESPONDENCE.

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Consent Calendar Items

Item C-1

Approval of Minutes for the February 24, 2026 Standing Mobility Subcommittee Meeting

MOVED BY MAYOR PUZA, SECONDED BY VICE MAYOR FISH AND UNANIMOUSLY CARRIED, THAT THE STANDING MOBILITY SUBCOMMITTEE APPROVE MINUTES FOR THE SPECIAL MEETING OF FEBRUARY 24, 2026.

Vice Mayor Fish explained the purpose of the Subcommittee; indicated that meeting minutes were available online; and noted that there were other citizen advisory committees.

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Action Items

Item A-1

(1) Receive an Update and Discuss the Tri-School Area Mobility Study, Including Findings and Potential Interventions; and (2) Provide Input to Staff

Thomas Check, Senior Traffic Engineer, introduced the item and the consultants.

Gavin Derleth, Fehr & Peers, introduced himself and his colleague Natalie Chyba; noted that the presentation was being delivered on behalf of Project Manager Andrew Maximous who was unable to attend; provided a presentation on the Tri-School Area Mobility Study; discussed the timeline; community engagement conducted to identify what residents valued and found challenging in the neighborhood using an interactive mapping tool; traffic data collection and processing of engagement feedback; community workshops and accompanying online survey; community input received to date; most frequent concerns cited related to bicycle and pedestrian crossing and infrastructure safety; significant input regarding the protection of mature trees and regarding traffic conditions unique to the predominantly tree-lined residential neighborhood; speed limits and number of daily vehicle trips on most streets; on-street parking; three major schools creating concentrated congestion at key access points; and Class 2 designated bike lanes and Class 3 designated bike routes under the City's Bicycle and Pedestrian Action Plan (BPAP).

Gavin Derleth, Fehr & Peers, presented Safe Routes to School survey data; discussed vehicle speed and volume data; daily trips in

excess of what is typical for streets of comparable scale and context; peak hours; pedestrian safety and volume data; the majority of pedestrian collisions as occurring between 2016 and 2025 on the bounding arterials rather than on internal neighborhood streets; community workshop comments that identified pedestrian crossing concerns concentrated at Elenda and Farragut; number of pedestrian crossings per day at Elenda and Farragut vs. the volume observed at major intersections such as Overland and Culver; the majority of crossings as occurring during drop-off and pickup windows; bicycle safety and volume data; the majority of bicycle-involved collisions at the perimeter of the study area, no severe or fatal bicycle collisions during the time period studied; community concerns about bicycle safety concentrated along Elenda, at the intersection of Elenda and Culver Boulevard, and at the Ballona Creek Bike Path connection near Culver City High School (CCHS); number of bicyclists per day at the Elenda and Culver intersection and the Ballona Creek Bike Path and the CCHS intersection; bicycle volumes during drop-off and pickup windows; average number of bicyclists traveling toward schools at the Braddock and Elenda intersection compared to the approximate number of bicyclists at the Ballona Creek and CCHS intersection; key findings; speeding concerns on neighborhood streets throughout the day; high pedestrian volumes concentrated during drop-off and pickup; the Ballona Creek Bike Path as the primary bicycle access route for most students arriving by bike; a significant share of students arriving on foot or by vehicle; number of surveyed parents living within one mile of the school; and limited access points to the school campus as the primary constraint generating congestion on Farragut, Elenda, and Braddock

Gavin Derleth, Fehr & Peers, discussed the second-round community engagement process; toolboxes of potential improvements provided to participants; preferences indicated; additional comments provided; the online engagement window; consideration of comments submitted to the project email; confirmation that that no recommendations have been made to date; next steps; upcoming meetings; additional community engagement; presentations to the BPAC and the Mobility Subcommittee in May to June; and he indicated that final recommendations would be presented to the City Council in the summer.

Vice Mayor Fish invited public input noting that the Subcommittee would not be selecting any alignment, locally preferred alternative, or specific treatments at the current meeting, rather the meeting constituted a project update, and Subcommittee Members would provide direction on elements brought back by the project team at a future meeting.

The following members of the public addressed the Subcommittee:

Adrian Killigrew noted that his daughter attends Farragut School and that his family would be participating in the school community for approximately 13 years; discussed specific cycling challenges on the route from Culver Boulevard and Elenda to Braddock, including competition with vehicles in a shared lane, sun glare during winter months, uncertainty about gaps in traffic flow, opening vehicle doors, narrow sidewalks, and the need to detour around parked vehicles; and he pointed out that observed cyclist counts may undercount actual demand due to route detours.

Bryan Sanders expressed appreciation for the presentation; noted that the study data shows low bicycle usage on Elenda Street vs. data for the Ballona Creek Bike Path that serves as the primary student cycling corridor; emphasized that school drop-off and pickup congestion is concentrated and predictable; proposed that operational solutions could be more appropriate than permanent infrastructure redesign; identified potential interventions including expanded campus access through currently closed school gates, time-restricted turns, and distributed drop-off sites at approximately five locations identified on a map he presented; and he requested a targeted approach rather than permanent neighborhood redesign.

Lori Horn was called to speak but was not present in person or online.

Marci Baun indicated being a Parks, Recreation and Community Services (PRCS) Commissioner but speaking in her personal capacity, discussed living within the study area; the recent school break with significantly quieter traffic conditions; school-related activity that is the primary driver of congestion; drop-off vehicle trips that originate from outside the City; and she suggested that meaningful mitigation required active participation by Culver City Unified School District (CCUSD).

Carolyn Libuser indicated serving on BPAC but speaking in a personal capacity; discussed conditions at the intersection of Elenda and Farragut requiring active traffic direction; use of a CCUSD employee to direct traffic and acknowledgement by the CCUSD Superintendent that CCUSD should not need to bear that responsibility; and she asserted that the City should provide uniformed traffic control at the intersection, given the investment in the mobility study.

Daniel Ra noted that children and teenagers represent the largest cohort of non-drivers in the City; cited study data showing that over half of surveyed students walk or bike to school; asserted that the Tri-School area was the most ideal place to invest in

pedestrian and bicycle infrastructure; discussed inadequacy of signage and paint to make the area safer; and recommended that the City utilize physical modifications such as raised crosswalks, protected bike lanes, curb extensions, traffic circles, and chicanes to reduce vehicle speeds, noting that physical barriers are the only measures with demonstrated effectiveness in discouraging unsafe driving.

Greg Maron spoke representing the CCUSD Environmental Sustainability Committee, reported that the Committee met on March 18 and unanimously resolved that bike lanes should be among the options considered by Culver City as the study moves forward; stated that the Committee had authorized him to represent that position; and indicated that the Committee supported all options that improve safety and access to schools in an environmentally sustainable manner.

Mary Daval acknowledged that Culver City is undergoing change and she encouraged the community to approach the process with empathy; noted that tree removal had not been proposed; and expressed hope that the community would keep in mind that streets are public space.

Joy Rodriguez provided background on herself; expressed appreciation for the crossing guards serving the area; questioned the data collection methodology; proposed that the limited study be expanded to be a week-long study period with study observations be made available to the public for transparency; expressed skepticism regarding the observed maximum speeds given the presence of speed bumps and stop signs throughout the neighborhood; and suggested additional speed bumps at locations identified as having high speeds as an alternative to removing parking.

Jack Galanty indicated speaking as a cyclist, expressed appreciation for cycling access to the school; noted that the northern section of Elenda Street has an existing protected cycle track but that the protection ended immediately before the area of highest student cycling activity; argued that extending the protected bike lane through the Tri-School Area is the logical next step for student safety and route continuity; and noted that CCHS students have already requested protected bike lanes.

Marta Valdez stated that a consultant had previously advised a community group that the data did not support the installation of bike lanes; discussed concern about the potential for through-traffic to be redirected to residential streets including areas with recently installed Safe Routes infrastructure if the Sepulveda Connects and Better Overland projects proceed; and urged

the Subcommittee to consider the cumulative traffic impacts of multiple concurrent projects on neighborhood safety.

Jim Shanman, resident and Safe Routes to School Coordinator, expressed appreciation for the study and the data produced; noted that 64% of students arrive by means other than private vehicle; discussed the number of people that would take advantage of the corridor if a safer route were provided; cited increased cycling that followed the opening of the Jackson Gate as evidence that infrastructure improvements generate additional ridership; and expressed support for improved connectivity between the Ballona Creek Bike Path and the Tri-School Area.

Kira Pusch expressed support for the view that public streets should evolve to serve current users; urged the Subcommittee to prioritize the safety of children; expressed support for implementation of protected bike lanes on Elenda and within the school area; and she questioned whether the City's financial relationship with CCUSD was relevant to decisions regarding streetscape changes that affect school access.

Discussion ensued between staff and Subcommittee Members regarding clarification that no trees were scheduled to be removed as part of the project; discussions with CCUSD regarding campus access through currently closed gates; meetings between the project team and CCUSD at the outset of the project; ongoing discussions; scheduling a follow-up meeting with the superintendent; school access and loading management as an active element within the toolbox; appreciation to the community for its engagement and the project team and staff for the depth and inclusiveness of the process; addressing gaps; the inclusion of protected bike lanes as an option; evidence that such facilities can reduce crashes by over 50% and injuries by up to 90% while increasing ridership through improved perceived safety; protected bike lanes representing the only facility type capable of providing comfort for all ages and abilities regardless of traffic volume and speed; and support for ensuring that the full range of tools is available so that the appropriate solution can be matched to each corridor, consistent with the City's General Plan goals related to safety, sustainability, and traffic reduction.

Additional discussion ensued between staff and Subcommittee Members regarding appreciation to the consultants and staff for their work as well as to community members who provided public comment; the importance of the project to all Culver City residents; public school students that attend schools within the study area; the need to address worsening traffic congestion and vehicle volumes over time; bicycle safety data regarding bike-on-vehicle collisions Citywide and collisions within the project

area; student independence and parent desire for their children to safely use alternative modes of transportation; the importance of creating conditions that encourage walking, cycling, and transit use rather than relying solely on traditional traffic management tools; the "ages 8 to 80" planning principle as a standard for accessible and comfortable mobility infrastructure; support for including protected bike lanes as an option while affirming that tree removal should be treated as a non-starter; appreciation for the thoroughness of the community engagement process and the data produced; and findings indicating that more than 60% of students do not arrive by car as reflecting a clear appetite for safer infrastructure.

Alicia Ide, Senior Management Analyst, asked meeting attendees to silence their devices.

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Item A-2

**(1) Receive a Report and Discuss the Sepulveda Connects Project;
and (2) Provide Input to Staff**

Seth Contreras, Mobility Planning Manager for Transportation, introduced the item.

Ryan Hund, Transportation Management Analyst and Project Manager for the Sepulveda Connects project, provided a presentation on the Sepulveda Connects project; discussed project background; existing conditions data; design alternatives; travel time analysis; proposed traffic calming measures for cut-through traffic in Sunkist Park; bike network considerations and development around the Sepulveda corridor; public outreach to date; the regional significance of Sepulveda Boulevard; Sepulveda Boulevard as part of the City's High Injury Network; crashes identified between February 2019 and February 2025; variable conditions on the corridor requiring different treatments; City Council direction in 2023 to the Transportation Department to prepare designs and collect data; project funding; clarification that no City General Funds are being utilized; guiding principles adopted by the City Council in October 2025; core objectives; data on existing conditions; bus speeds; parking occupancy data; design alternatives; the parking impact analysis; vehicle travel time modeling results; transit travel time evaluation and savings; traffic conditions and proposed calming measures in Sunkist Park; traffic counts; the neighborhood open house held in February; community identification of cut-through traffic concerns concentrated on Segrell Way; pedestrian access; diverters proposed only in direct response to community-identified concerns;

potential removal of one to two parking spaces on Berryman Avenue; proposed crossing enhancements at the intersection of Sepulveda and Sawtelle; bike network review and considerations; existing and near-term bike facilities; public outreach conducted to date; enthusiasm from transit riders and cyclists, with concerns raised regarding parking, access, and traffic; upcoming design workshops; additional outreach specific to the Sunkist Park neighborhood; number of people reached through in-person meetings across the project, with additional engagement occurring online; and he directed the Subcommittee and public to the project website and project email for ongoing input and information on upcoming meetings.

Discussion ensued between staff and Subcommittee Members regarding providing connection between the Park West neighborhood and Venice Boulevard using signage and infrastructure to facilitate crossings.

Alicia Ide, Senior Management Analyst, noted that the online speaker sign-up form had inadvertently listed two agenda items in reverse order and she read the list of speakers signed up for the Sepulveda Connects item.

The following members of the public addressed the Subcommittee:

Bryan Sanders was called to speak but was not present in person or online.

Marci Baun questioned the number of Culver City bus riders on the Sepulveda corridor who are Culver City residents; discussed concern about the impact of parking removal on businesses along the corridor that have no off-street parking and rely on on-street spaces; the obligation of the City Council to represent the interests of residents and businesses; frustration with feeling that resident concerns are being dismissed; and she felt that Council Members should be responsive to their expressed concerns.

Culver City Adjacent was called to speak but was not present in person or online.

Bryan Sanders discussed concerns about the existing physical condition of Sepulveda Boulevard including potholes and sidewalk issues; asserted that existing street and sidewalk deficiencies should be addressed before redesign is undertaken; noted that most businesses along the corridor were unaware of the project based on his conversations with them; and he encouraged members of the public to report street conditions at culvercitystreets.com.

Debbie Gambino questioned whether any cumulative study had been conducted on the combined traffic flow impacts if all current City projects were implemented simultaneously; noted that businesses along the corridor appeared unaware of the project and suggested that project signage along the corridor would improve outreach; and she expressed the view that prior road diet changes had worsened traffic and that their removal had improved conditions.

Joy Rodriguez questioned the purpose of the project investment if savings in some scenarios amounted to approximately 20 seconds to one and a half minutes; expressed skepticism about the motivation behind bike lane installation; and she asserted that transportation planning should serve the full range of community members including families, renters, workers, and small businesses.

Jack Galanty expressed support for Alternative 2 as the appropriate choice as it does not remove as much parking as other alternatives while still modernizing the corridor; discussed prioritization of dedicated bus lanes and protected bike lanes on Sepulveda, including raised bike lanes consistent with the Robertson Boulevard project; balance in supporting all modes of transportation; and he stated that the project reflected the City's values of mobility, equity, and accessibility by supporting all modes of transportation.

Marta Valdez asserted that Council Members had been misinformed as a no-build alternative had not been included among the design options despite her requests; expressed concern about the impact of the project on businesses and the City's revenue base; and she felt that if a no-build alternative would not be offered, the matter should be placed on the ballot.

Jim Shanman, resident and Safe Routes to School Coordinator, noted the importance of the project's connection to the broader regional transit network; expressed appreciation for the minimal vehicle travel time impacts and parking loss under some alternatives; asked about vehicle access to and from Berryman Avenue under the proposed diverter configuration; and he noted that the absence of a stop sign on one neighborhood street may affect traffic patterns in ways not yet captured by the modeling.

Stephanie Prior was called to speak but was not present in person or online.

Angelina Seiger was called to speak but was not present in person or online.

Kira Pusch expressed appreciation for the guiding principles; indicated support for Alternative 2 as beneficial to a wide range of users; noted personal experience as a bus rider and frequent cyclist near Sepulveda; expressed support for a protected bike lane on the corridor; and she requested that any bike lane installed be connected to the Culver City Bike Path network.

Tamar Fuhrer, a 12-year resident of Segrell Way and former Transportation Department employee, commended the project team for the additional outreach conducted in the Sunkist Park neighborhood; expressed support for the proposed traffic diverters as an effective mitigation of cut-through traffic and bicycle and pedestrian safety concerns; requested that a virtual participation option be made available for the broader corridor project workshops; and she recommended that the City also invest in operational transit improvements including improved headways and staff recruitment and retention to complement the capital improvements being proposed.

Aviv Shifrin, a transit-dependent resident, described the Culver City 6 and 6R routes as essential for travel through the westside; reported that approximately 15 additional minutes are added to corridor travel times due to congestion; noted that the routing through the Culver City Transit Center adds approximately 10 turns rather than a direct route, adding to travel time even in low-traffic conditions; and he recommended that improvements to the Transit Center be pursued alongside the corridor capital improvements as a means of achieving comparable travel time savings.

Monica Richardson recommended that the City conduct direct mail outreach to all property owners, residents, and businesses along the corridor using voter and tax rolls; discussed concerns with implementation of the right-turn-only diverter configuration near Sawtelle and Sepulveda; felt that prior traffic modifications in Culver City had worsened congestion; she asked that parking be returned and lanes be opened up; and she suggested that bus-only lanes be implemented on a time-restricted basis during peak hours rather than as a full-time configuration.

Discussion ensued between staff and Subcommittee Members regarding the rationale for proposing traffic diverters rather than cul-de-sacs in Sunkist Park; addressing resident concerns with cut-through traffic for the full length of Segrell Way and Culver Park Drive; improvements to the Culver City Transit Center, including a recently implemented platform addition that reduced operator travel time; a potential near-term capital recommendation under a separate ongoing process rather than within the current project scope; the longer-term consideration of a Sepulveda-facing

platform to allow buses to connect to the Transit Center without routing through its interior; business outreach conducted by the project team; ongoing stakeholder engagement; and feedback that informs project design.

Vice Chair Fish reminded members of the public that the public had already had their opportunity to provide input.

Additional discussion ensued between staff and Subcommittee Members regarding continued efforts to obtain feedback; adjustments made in response to feedback; the duty of Council Members to determine how to create a better transportation experience for all; an observation that if nothing is done, things will get worse; looking at regional connections; collaboration with other agencies; appreciation for the clarification that no General Funds would be used; acknowledgement that Sepulveda is a High Injury Network; efforts to create a safer experience for all users; trade-offs; the biggest complaint being parking; and appreciation for the community engagement that has surpassed what has been done in the past.

Further discussion ensued between staff and Subcommittee Members regarding a request that the existing conditions data underlying the project's focus on Sepulveda be made publicly accessible on the project website; the significance of the Culver City 6 and 6R routes as carrying 55% of system ridership; projected operating cost savings under Alternative 1; the opportunity to reallocate space on Sepulveda to improve transit reliability, cycling safety, and pedestrian access, particularly given the region's hosting of major international events in 2028; rail investments; buses as being key to creating a moveable City; a preference for Alternative 2 as a baseline given its balance of transit priority, parking preservation, and inclusion of a protected bicycle facility connecting to the Culver City Bike Path network; interest in exploring whether elements of Alternative 3 could be incorporated into Alternative 2 where appropriate to create a more continuous transit rider experience; the more comprehensive bus lane network in Alternative 3 that does not generate proportionate travel time savings in all segments; consultant confirmation that retaining all three alternatives while exploring a hybrid approach would be useful for the final stages of public outreach; the importance of ensuring that businesses along the corridor remain accessible by all modes of transportation; and appreciation for the thoroughness of the community engagement effort to date.

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Item A-3

(1) Receive a Presentation and Discuss the Modified MOVE Culver City Downtown Corridor Mid-Pilot Report; and (2) Give Direction to Staff

Ryan Hund, Transportation Management Analyst, provided a presentation on the MOVE Culver City Downtown Project mid-pilot report; discussed original implementation in November 2021; opening of the modified corridor in November 2024; pre-implementation data collected in summer 2024 compared against data collected one year later; anticipation of a final report to the City Council before November, at which point the Council will make a final determination on the project as directed in the 2023 action; transit performance findings indicating improved transit travel times and annual reduced operating costs; an increase in bus ridership attributable in part to expanded school trip service carrying more Culver City students; transit and vehicle travel time comparison data; speed and frequency of transit service available on the corridor; pedestrian and bicycle activity data; vehicle travel time findings; the shifting pattern of congestion back toward more defined peak periods compared to the broader peak-spreading observed under the prior implementation; community feedback reflecting a significant perceived improvement in the driving experience; network-wide traffic volume impacts; increased vehicle volumes on the downtown corridor while volumes on parallel neighborhood streets, including Higuera and Lucerne, have decreased, indicating a reduction in residential cut-through traffic; and he indicated that all information was available at moveculvercity.com.

Vice Mayor Fish invited public comment.

Alicia Ide, Senior Management Analyst, noted a online signup to speak had agenda items reversed and encouraged anyone who wanted to speak on the item but did not hear their name called to let her know.

The following members of the public addressed the Subcommittee:

Bryan Sanders was called to speak but did not respond.

Monica Richardson was called to speak but was not present in person or online.

Marci Baun indicated being a PRCS Commissioner but speaking in her personal capacity, noted that the bicycle activity data appeared to corroborate her own observations of limited cycling in the downtown corridor; identified traffic signal timing as a significant contributor to congestion; and discussed poor signal

coordination that led her husband not to patronize a downtown restaurant.

Mary Daval expressed appreciation for the data presented; requested that sales tax data be included in the final report as it had been provided for the original project and was useful for evaluating business performance in the downtown area as compared to the rest of Culver City; and she recommended more robust promotion of the downtown circulator and service given its current free fare.

Debbie Gambino discussed living adjacent to the downtown corridor; concern with the impact of parking removal on local businesses; comments made by project representatives about parking at a recent community meeting for a project going into her neighborhood; the need to try to meet in the middle; and she expressed frustration that constituent feedback did not appear to be incorporated into project decision-making.

Joy Rodriguez suggested that banner advertising similar to that used for community festivals be used to inform residents of upcoming project meetings; felt that transportation decisions of this magnitude should be placed on the ballot for residents to vote on rather than decided by the City Council; discussed the lane removal proposal; and she asserted that transportation planning should account for the practical needs of families.

Jack Galanty expressed appreciation for the work of staff to restore the second vehicle lane noting that the data showed minimal traffic impact from that change; acknowledged responsiveness to community questions and concerns; discussed improvements to bus travel times; concern regarding visibility of bike signals at the Culver/Irving/Washington intersection and suggested they be tilted toward the bus and bike travel lane; and he noted that eastbound vehicle travel time improvements in the afternoon commute hours represented a positive outcome for commuters and families.

Marta Valdez was called to speak and indicated she had no comment.

Jim Shanman expressed appreciation for the report; discussed his frequent use of the corridor for travel to an office in the Helms Bakery Building; expressed support for the project and appreciation for the bike signals; and he stated that the increase in student bus ridership reflected demographic change in Culver City and that extending the project to West Adams would build meaningful regional connectivity.

Kira Pusch expressed support for the shared bus/bike lane format; noted the experience of being able to ride alongside other cyclists

without being adjacent to vehicle traffic; and she asserted that the data, rather than perception, should be the primary basis for evaluating the project's outcomes.

Eric Shabsis, speaking on behalf of a large property owner in the area, expressed appreciation for the focus on the downtown corridor with adjustments made as necessary; characterized the modifications as an improvement over the original pilot; discussed concerns with difficulty for delivery services to access downtown businesses for pickup; reported reduction in visits by seniors due to inadequate curb access to nearby restaurants; and he suggested those issues warranted further attention.

Bryan Sanders encouraged the Subcommittee to develop a public education campaign to help residents understand how project funding is acquired and allocated, including restrictions on how grant funds can and cannot be used, and he suggested that the Mobility Subcommittee could serve as a vehicle for that kind of public engagement.

Discussion ensued between staff and Subcommittee Members regarding clarification that operating cost savings was measured against the original project rather than the pre-project baseline; anticipation of the final report before November with the City Council to make a final determination on the project; forthcoming additions to the final report including sales tax data, parking occupancy, micromobility data, a collision report, near-miss data, and emergency vehicle response times; the modest vehicle travel time reduction of approximately one minute; characterization of the project as a redistribution of street space; the possibility that the design compromise resulting in the shared bus/bike lane may have limited growth in pedestrian and cyclist activity due to safety perceptions; and an overall assessment that the project is performing successfully particularly with respect to public transit efficiency, sustainable transportation, and the movement of more people per lane.

Additional discussion ensued between staff and Subcommittee Members regarding interest in obtaining sales tax data for inclusion in the next report if available to address comments raised by a speaker; understanding project impact on businesses; a request for information about the cost of making revisions to the pilot; data suggesting that the amount of street space allocated did not necessarily correlate with improved travel times; applying what has been learned to other parts of Culver City; efforts to improve safety; the downtown area as compared to other parts of the City; concerns about bus frequency and scheduled buses that do not appear; the impact of service reliability issues on ridership; operator shortages; issues with the circulator;

support for 10 minute headways during peak hours; investment in transit infrastructure; and clarification that the final report would be presented to the full City Council rather than returned to the Subcommittee.

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Recess/Reconvene

Vice Mayor Fish called a brief recess from 8:53 p.m. to 8:56 p.m. in order to address a sound issue.

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Item A-4

(1) Receive and Discuss Report Regarding Comprehensive Mobility Services Plan (CMSP) Initial Recommendations and Recent Public Input; and (2) Provide Input to Staff

Henry Phipps, Senior Transportation Planner, presented an update on the Comprehensive Mobility Services Plan (CMSP), publicly branded as "Culver City Your Way"; discussed public outreach; the data and engagement process; the plan for improving mobility services in the short term (two to four years) and long term (twenty years) to maximize efficient use of available resources; increasing capacity; the existing system; California state mandates; Culver City Bus as the primary mobility service; existing and future services including Dial-A-Ride, circulators, microtransit, and car share; the data-driven and engagement-focused process; community feedback that prioritized frequency, service hours, and shorter commute times; community member appreciation for bus operators and vehicle cleanliness; feedback on primary improvement priorities; the interactive map exercise; short-term vs. long-term planning frameworks; long-term aspirational recommendations; short-term recommendations by line; clarification that all recommendations in the plan are interrelated and rely on the coordinated reallocation of resources; feedback received on recommendations and continued community engagement through additional town halls presenting finalized recommendations before returning to the City Council for plan adoption; items still in development, including analysis of demand-responsive and innovative modes such as Dial-A-Ride improvements and potential introduction of microtransit; financial and formula funding impact analysis; infrastructure and capacity planning; equity impact analysis; and he noted that the plan is transitioning from Phase 2, data analysis to Phase 3, system development and finalization.

Vice Mayor Puza invited public comment.

The following members of the public addressed the Subcommittee:

Bryan Sanders was called to speak but was not present in person or online.

Marci Baun was called to speak but was not present in person or online.

Jack Galanty noted the importance of being mindful of connectivity for future rail line projects and reflecting them on the plan maps; expressed support for short term recommendations and accelerating zero-emission fleet conversion; cautioned against removal of the Howard Hughes bus stop noting the planned opening of a new entertainment venue there; suggested development of mobility hubs at the Metro E-Line Station and Culver City Transit Center to facilitate multimodal connections; urged completion of service improvements prior to the World Cup and 2028 Olympic and Paralympic Games; and he expressed appreciation for the City's commitment to clean and accessible transportation.

Marci Baun noted that Culver City buses currently utilize fuel generated from organic waste collected through the green bin program; raised concerns regarding the efficiency of electricity generation and the limitations of solar and wind power; expressed concern that the recommendations reflected predetermined outcomes driven by staff and consultants rather than genuine community input; suggested that staff resources be directed toward street and sidewalk maintenance; and she expressed skepticism about the planning significance of the Olympic Games given its limited duration.

Marta Valdez was called to speak but was not present in person or online.

Jim Shanman noted that this was his first exposure to the plan; suggested that marketing and outreach efforts be improved to increase public awareness; suggested targeted engagement with students; noted that travel time is a primary barrier to transit use among students commuting from outside the district; suggested exploring a rapid bus connection to provide students a faster route; proposed exploring a circulator along Sepulveda Boulevard utilizing surface parking areas such as Harbor Freight as potential connection points; and he commended the direction of the Line 3 recommendations.

Discussion ensued between staff and Subcommittee Members regarding funding for the recommended service changes; the ongoing financial

analysis; specificity of grant funding previously referenced for the new Line 4 circulator vehicle purchases and three years of operations; remaining recommended changes anticipated to be net zero within the existing operating budget; continued examination of the proposed retirement of Line 1C1 and the consolidation of Lines 6 and Rapid 6; regional rapid services trends as reflected in Metro's Next Gen plan; the rationale for the Line 6 consolidation; retirement of Line 1C1 and an observation that the service was never effectively marketed as a free circulator to the public; concern that the vehicles did not clearly communicate the service's purpose or destination; and staff confirmed that passengers in the 1C1 service area would continue to be served by Lines 1 and 7, noting that data showed many riders in the corridor already defaulted to Line 1 due to familiarity.

Additional discussion ensued between staff and Subcommittee Members regarding service reductions for Line 7 and the impact on seniors and transit-dependent residents near the Senior Center; concern about the reduction to one-hour headways and its effect on the usability of the service; trade-offs; identification of where service is out of step with riders; fundamentals needed to be a successful route; industry data indicating minimal ridership difference between 45-minute and 60-minute headways and that operating on a defined hourly schedule can improve predictability for regular riders; Line 7 as among the lowest-performing corridors in the system; direct competition with Line 1 in the eastern section due to route proximity, causing riders to default to the more frequent service; acknowledgement of overlap in the eastern portions but significantly divergent routes west of Overland; and the need for a plan to serve residents in the western portions of the service area, particularly near the Senior Center, in the absence of the 1C1 and with a reduced Line 7.

Further discussion ensued between staff and Subcommittee Members regarding Line 1 frequency, bus lane utilization, and BRT (Bus Rapid Transit) headway targets; plans to return Line 1 to fifteen-minute daytime headways seven days a week in the near term; overloads and delays due to reduced staffing; incorporating the concept of a rapid student bus into the Line 6 recommendations; continued analysis of impacts to Line 6 and Rapid 6 on student riders; feasibility of achieving ten-minute headways on the city's BRT corridors; agreement to look at tradeoffs in other parts of the system involved with matching the Metro's target for its bus lane services if directed by the City Council; interest given the City's infrastructure investment in bus lanes; fleet capacity and bus yard constraints; grant awards for replacement for buses that have exceeded their industry-standard useful life; the need for facility expansion in order to add buses to the fleet; facility expansion as a prerequisite for long-term frequency improvements;

current plans; and staff confirmed that operator shortages represent the more immediate operational bottleneck, with yard capacity as the subsequent constraint.

Discussion ensued between staff and Subcommittee Members regarding the new Line 4 circulator route and the importance of effective public outreach; learning from the marketing challenges of the 1C1 to ensure that riders clearly understand the new circulator's purpose, route, and availability; the importance of clear, visible branding on circulator vehicles; impact of fleet electrification on yard capacity; potential creation of additional space for solar installations or other uses at the facility; the technology solution among battery electric, hydrogen, or a combination that has not yet been determined; charging infrastructure and hydrogen fueling stations that generally require more space per bus than existing fueling equipment, potentially resulting in a net reduction in total yard capacity; the timeline for plan adoption; additional analysis needed and integration of recent community feedback over the next three to four months, with a target of returning to the community with finalized recommendations through a series of town halls in mid to late summer to avoid competition with World Cup activities; and staff confirmed that following community engagement, the plan would return to the City Council for formal adoption.

Vice Mayor Fish thanked staff for the thoroughness of the presentation and the depth of community engagement.

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Public Comment for Items NOT on the Agenda (Continued)

Vice Mayor Fish invited public participation.

The following member of the public addressed the Subcommittee:

Jim Shanman, Safe Routes to School Coordinator, announced upcoming events and expressed appreciation for City Council support.

Stephanie Prior was called to speak but was not present in person or online.

Angelina Seibert was called to speak but was not present in person or online.

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Items from Members/Staff

Discussion ensued between staff and Subcommittee Members regarding upcoming agenda items including the drive-thru ban; parking maximums; robot delivery regulations; AB 1904; Yield to Buses signage; use of bus signage in Santa Monica; an update on the Automated Bus Lane Enforcement (ABLE) program; discrepancy with signage prohibiting biking and skateboarding in Town Plaza; receipt of an update on Lease-a-Bike and other companies providing the service.

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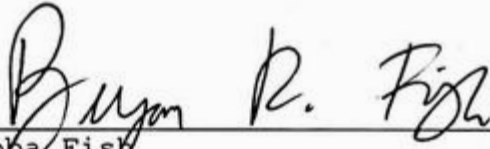
Adjournment

There being no further business, at 9:45 p.m., the Standing Mobility Subcommittee adjourned its meeting to May 12, 2026.



Alicia Ide
SECRETARY of the Culver City Standing Mobility Subcommittee,
Culver City, California

APPROVED



Bubba Fish
VICE MAYOR, Standing Mobility Subcommittee
Culver City, California