

## 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

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### 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"><li>Provides Class IV Protected Bike Lane from Culver Blvd to Ballona Creek</li><li>Maintaining existing on-street parking may be favorable to parking users</li></ul>	<ul style="list-style-type: none"><li>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</li></ul>

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

## 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 17<sup>th</sup>, 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 8<sup>th</sup>, 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 18<sup>th</sup>, 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.

Kimley»Horn

**ATTACHMENT A**

Conceptual Design Roll Plot

# BETTER OVERLAND

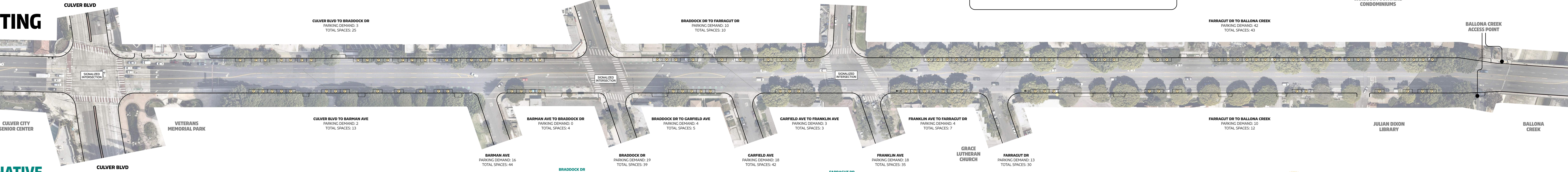
# PROPOSED ALTERNATIVES & PARKING ANALYSIS OVER BLVD TO BALLONA CREEK

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

# Culver CITY

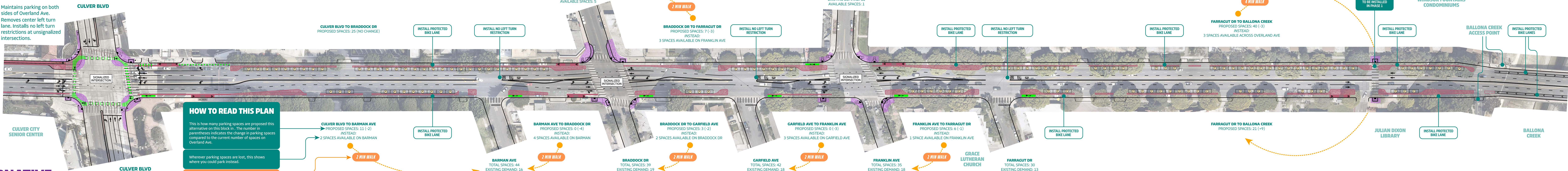
PUBLIC WORKS DEPARTMENT

# EXISTING



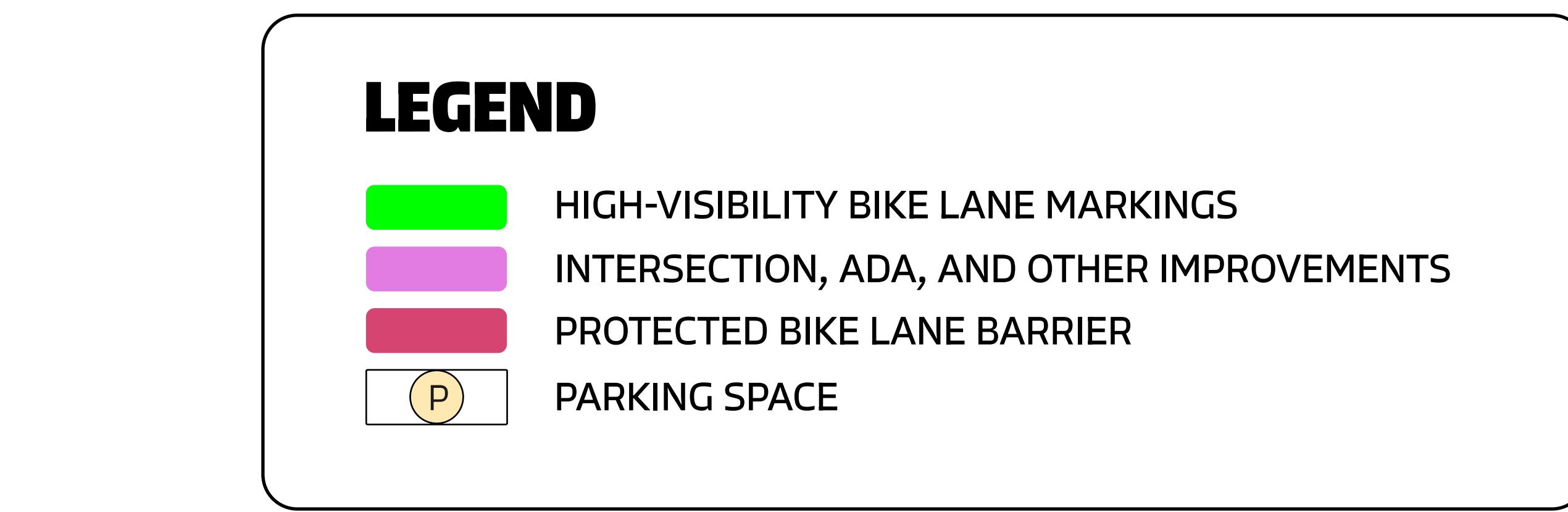
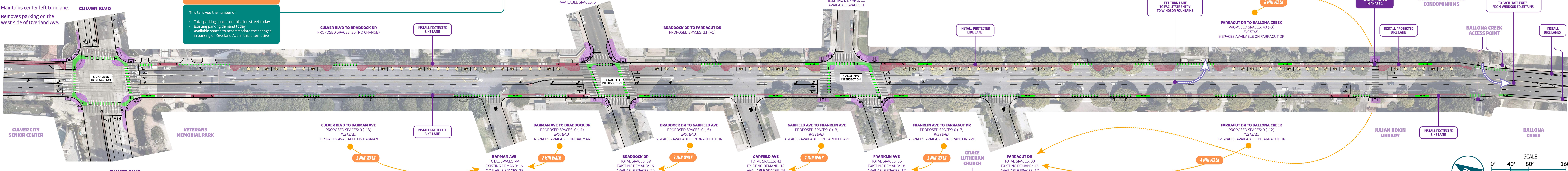
# ALTERNATIVE

**A**  Maintains parking on both sides of Overland Ave.  
 Removes center left turn lane. Installs no left turn restrictions at unsignalized



# ALTERNATIVE B

- + Maintains center left turn lane
- Removes parking on the west side of Overland Ave.





Revised July 16, 2025

Kimley»Horn

**ATTACHMENT B**

Grace Lutheran Church Letter



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,

A handwritten signature in black ink that reads 'Pam Frieden'.

Pam Frieden  
Executive Director  
Culver Palms Meals on Wheels



## **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,

A handwritten signature in black ink that reads 'Pam Frieden'.

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

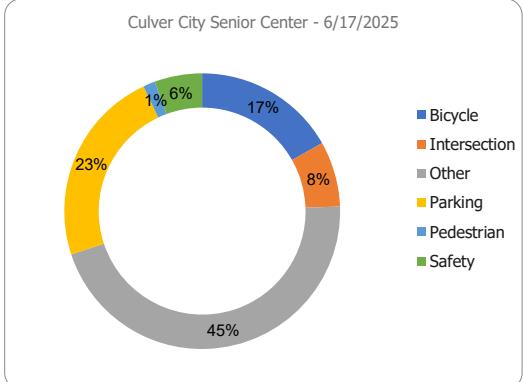
A	6
B	11
N/A	126

#### 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

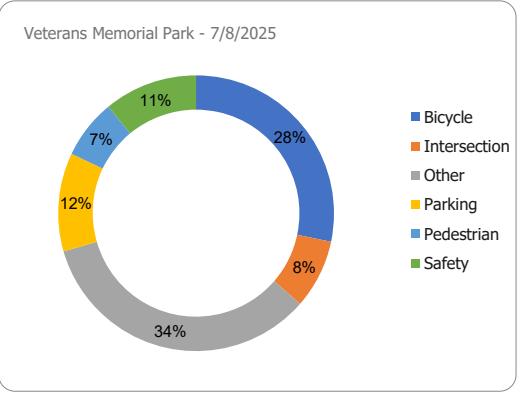
A	6
B	18
N/A	146

#### 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

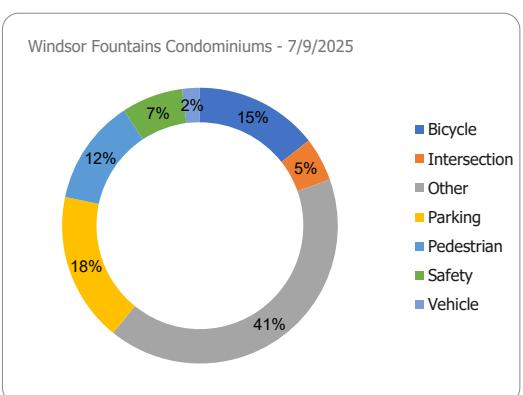
A	0
B	22
N/A	76

#### Support

Against	39
In Favor	22
Neutral	37

#### Attendance

Verbal Comments	86
Written Comments	12



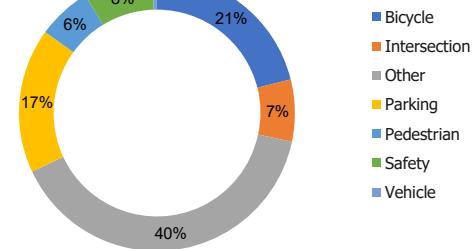
#### Overall Feedback

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

Overall - Comment Types



#### Alternative

A	12
B	51
N/A	348

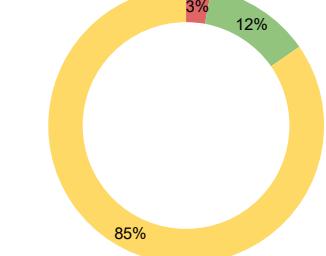
#### Support

Against	86
In Favor	95
Neutral	233

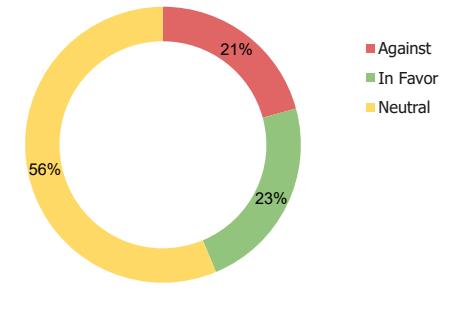
#### Total Attendance

Total Verbal Comments	115
Total Written Comments	377
Total Attendance	37

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 church folks +	
		give and b/w Culver & Ballona create - Speed limit should decrease to 35	current existing conditions worried about cars impeding the area need buffer regardless otherwise cars will impact
	B	prefer B B/C bike riders are protected with not only buffer but also parked cars	
	N	<u>keep existing</u> , <del>feel taking away b/c</del> traffic is heavy as it is if selection B: Do not 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 / parking will be an issue though it's surprising how much volume there is on overland	
		my main concern is keeping intersections 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 <u>lanes</u> . 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/condos on the overland should consider the tradeoffs for this project... <del>therefore</del> instead of prevents this project from moving forward	
	B	Williams Fountain Apartments, 203 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 <del>keep</del> enter & exit for safety - about 500 residents would	

Q: Culver B1 ☺ Would part of our intersection

Q: Both options + intersections have the same improvements

Q: If ADA compliant

Culver City - Community Outreach		
Better Overland Project - Open House and Walking Tour		
6/17/2025		
Name	Alt A/B/N	Feedback
	B	<p>Prefer to keep the centerline. <del>do not</del> People will need to drive further out if they want to turn left, losing access</p> <p>Good to have access (on turny left) to unsynchronized intersections</p>
	B	<ul style="list-style-type: none"><li>- like that bike lane (west) have no parking</li><li>- parking isn't always occupied, so it's okay to remove parking</li><li>- personally, would prefer neither and keep existing conditions</li></ul> <p>- Generally speaking, these bike lanes provide good connections to the Ballona creek.</p> <p>Tonight is mostly about parking ☺ center lane</p>
		<p>Prefers to spend no money on the project (keep conditions as is)</p>
		<p>Do you think children/Kids will use the bike lane?</p>
[REDACTED]		<p>We don't want any changes. we should keep as is. The bike is clearly marked so no need to make any changes.</p> <p>Bike lane is not useable as it is. we need to make tradeoffs.</p>

Q: How does a person get out of a car (next to a bike lane)

Q: Make a left at unsynchronized intersections.

Q: Will there be signs informing people that left turn lane isn't allow

to the library  
@ Adult School

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	<p>I like a bike lane where parking is kept along the church</p> <p>Discussion on tradeoffs <del>the</del> was somewhat heated and make tradeoffs for improvements vs keeping it as is</p> <p>Church has so many different groups that are impacted at all times of the day (church, dinner, @ boy scouts)</p> <p>Concerned about the small businesses losing parking (adjacent to emerald estates)</p> <p>Taking away parking means there is <del>is</del> more people parking on the side streets</p> <p>Walking on the sidewalk; we are concerned about kids/adults riding their bike on the sidewalk. This poses a danger.</p> <p>Ride on the sidewalk b/c I can't cross the street. <del>Issue</del> will be solved once <u>signals</u> the crosswalk is installed</p>
Do Outreach to 12 year old		More protected bike - prevent kids from riding on sidewalk and hurting others
	B	<p>Culver City Adult <sup>School</sup> there's a lot happening with people driving / dropping off (ex. lots of vans). It's super busy.</p> <p><del>Not</del> person wants me to note that a roller blade - the need of <del>is</del> cross the street by the library. Want to emphasize protected crosswalks.</p>

Adult school parking is crazy busy. Still prefers Alt B (remain parky)

## 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 lanes/signals [REDACTED]
		Bike lane is rarely used. We haven't seen a biker <del>at all</del> at all
		Narrowing the <del>bike lane isn't</del> 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 <del>is</del>
Fyi		Baldwin Creek → to Mar Vista Gardens is dangerous needs more lighting
		Have <u>Black Bollards</u> + how to see about the rest of tire 4500ft E of 1st & 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	<p>Meals on wheels uses parking on overland</p> <p>Grace Diner</p>
		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
		Rides Overland Ave bike lane and feels okay
		Connection through Elenda instead of Overland
		Sidewalk 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 Parkinay stalls needed
		Elderly facilities for accessibility
		E/W Demand
		Sony Riders N/S
		Bike accidents & crashes

## Culver City - Community Outreach

Better Overland Project - Open House and Walking Tour

6/17/2025



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

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 next 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/banisters 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 marvista 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

## 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"> <li>concerns abt visibility at Farragut - the kinks and intersection geometry</li> <li>go many events where people cross illegally</li> <li>want another ped signal at Vets</li> </ul>
		<ul style="list-style-type: none"> <li>driving out of Vets - lots of vch's are only looking left at bikes, not peds xing</li> <li>bicyclists zoom, scary for peds at Venice and Hughes, but bikes are running at red lights</li> </ul>
		<ul style="list-style-type: none"> <li>Q: bicyclist going north: how to turn left? → turn at a protected LT</li> </ul>
		<ul style="list-style-type: none"> <li>Franklin: bike signal is better</li> </ul>
		<ul style="list-style-type: none"> <li>bike buttons and bike feedback detection at Library and typically → wait positive feedback or pre-tracking</li> </ul>
		<ul style="list-style-type: none"> <li>a signal and xwalk at library would be ideal → if nothing goes through, a signal is <u>necessary</u></li> </ul>
		<ul style="list-style-type: none"> <li>want project on Jefferson?</li> </ul>
		<ul style="list-style-type: none"> <li>current bike lane that people are not "using", reason people aren't being seen <del>using</del> it b/c it's dangerous using</li> </ul>
		<ul style="list-style-type: none"> <li>→ interested but concern cyclists</li> <li>how do projects get approved w/o demand? → council</li> </ul>
		<ul style="list-style-type: none"> <li>MOVE: barely see bikes, cars aren't moving. → peds are up though</li> </ul>
		<ul style="list-style-type: none"> <li>→ no ped striping</li> </ul>

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

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

- 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 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)

Alternative B -

I like the safety cuts of the easier access to the library.

④

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

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.

Love safe sidewalks + protected bike lanes!

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

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.

~~The no left turn rule~~  
- Consider installing a timed scramble at the Braddock + Farngut ~~and the~~ intersections during high ped times (school openings)

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

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! ☺

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

Leave Existing  
BIKE LANE  
Don't Fund Project there is  
NO MONEY

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

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 ramp ~~sidewalk~~ would force bikers to wait until it is fully retracted.

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

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 Flats condo residents exiting our property and turning left to go south on Overland

Staff should push back against 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 drive 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! A will impede  
traffic flow which  
only ADDS more pollution  
to our already bad air!  
To the few that use  
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's a danger and accident waiting to happen. Taking away the bus 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"> <li>• People running across bike lane (visibility)</li> <li>• Mini Sweeper</li> <li>• Flex Post Down on Glendale between Culver &amp; Washington</li> <li>• Trees hanging over on Venice (Maintenance)</li> <li>• EB between Midway &amp; Glendale</li> </ul>
		<ul style="list-style-type: none"> <li>• Red Signal @ Phase 1</li> <li>• Alt A allow left turn @ Julian Dixon</li> <li>• mini Sweeper</li> </ul>
		<ul style="list-style-type: none"> <li>• Bus Stop north bound near Julian Dixon</li> </ul>
A		<p>"I feel really scared how overland is currently"</p> <p>"Would prefer A" Make to account for visibility</p> <p>Add bike signal at signalized intersections</p>
		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 <del>too</del> 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 <del>an</del> 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 sidestreet driveways Day camp for kids on Farragut Dr
		Will Virginia allowing U-Turns
		Alt A allow left turns @ Julian Dixon

Getting across coombs and elenda

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

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

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

Culver City - Community Outreach		
Better Overland Project - Open House and Walking Tour		
7/8/2025		
Name	Alt A/B/N	Feedback
[REDACTED]		<p>Is there any way to adjust bike lane at Ballona creek closer to bumber? add channelizers? concerns at this area</p> <p>As a bicyclists there is downside to protected bike lanes. Played around with Alt, he feels class IV park you closer to the curb. Naturally the road has nails, glass, rocks, twigs etc harder to sway away from this in class IV.</p> <p>He lives in Windsor. Careful of right turns because you are not as visible compared to class II since there is parking, bike, curb</p> <p>Mentioned E-bikes go a lot faster on the bike lanes. Feels cars will better see bikes compared to a class IV</p> <p>Not in favor of removing center turn lane. Feels it will increase accidents</p> <p>Is interested in adding pedestrian lead/lag at lights so cars can see the pedestrian in the road before the light turns green.</p>

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.
		does not like any. Thinks it's 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 to 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 Alinda 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 <del>not</del> 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
		upset 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 <del>at</del> 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 centerlane

## Culver City - Community Outreach

## Better Overland Project - Open House and Walking Tour

7/8/2025

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

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 / Farmgate needs to be adjusted for school hours signal timing
		concerns on remoted 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 its very full 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.

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

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 in  
Overland betw. Brookdale & the creek bridge

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.

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) Loss parking is a real issue for all residents

[REDACTED]  
I Guarantee To File The law suit  
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 roads my 1st choice.

KEEP EXISTING  
OR  
KEEP CENTER LANE

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" line section that prevents us from using it to merge into traffic

I prefer is my preference

Alternative A is a no go

Leave it the way it is!

Overland is Dangerous enough!

Concern about lack of cross streets at night for guests. [REDACTED] near Ballona 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]

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

Asking if Culver City could install a pedestrian crosswalk at entrance to Ballona 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 ~~Center~~ Jefferson and Culver, don't make class IV. Improve class II lane by painting it green.

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

"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

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

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.

\* 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 intact.

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 in front 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?

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 one crosswalk, don't run  
this area. Maybe start with getting  
to bus to come on time and fix our schedules

As a taxpayer I do not  
want something that  
makes traffic here  
more noise exhaust from  
the cars -  
I would like to see  
my taxes go to other things

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 whizzing by (I assume motor bikes will be able to use that lane as well) creating a ~~deadly~~ 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.

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  
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 braddock
		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 won't be able to park
		I am terrified to ride my bike on overland

7:35 28 / 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 assessment of extra traffic due to no left turns
		Would there be an LPI added? Having parked cars reduces visibility of bikers for drivers
		How would we keep the bike lanes clean? We wouldn't keeping 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
		<ul style="list-style-type: none"><li>concerns about parking - permit parking?</li></ul>
		<ul style="list-style-type: none"><li>b/c of xing at library, concerned of backup of traffic - want "KEEP CLEAR" at the exit/dwy of the apts <del>at the sidewalk (here)</del></li></ul>
		<ul style="list-style-type: none"><li>signal backup on Overland (sometimes)</li></ul>
		<ul style="list-style-type: none"><li>center turn lane is <u>VERY</u> important</li></ul>
		<ul style="list-style-type: none"><li>MOVE: businesses closing, nowhere to drop people off, now no one is riding the bus and it's hard for the elderly</li></ul>
		<ul style="list-style-type: none"><li>see bikers on the sidewalk</li></ul>

## Culver City - Community Outreach

## Better Overland Project - Open House and Walking Tour

7/9/2025

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

## Culver City - Community Outreach

## Better Overland Project - Open House and Walking Tour

7/9/2025

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

## Culver City - Community Outreach

## Better Overland Project - Open House and Walking Tour

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 on side streets therefore if parking is removed, people will have no where to park. no guest parking at the condos.
	do nothing!	concerns on how the bike will be separated. 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 budget 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

## Culver City - Community Outreach

Better Overland Project - Open House and Walking Tour

7/9/2025