City of Culver City

Staff Report Details (With Text)

File #:	26-871	**Version:**	1	**Name:**	Approval of Final Plans and Authorization to Bid: Safer Fox Hills Phase 1
Type:	Minute Order			**Status:**	Consent Agenda
				In control:	City Council Meeting Agenda
On agenda:	7/13/2026			**Final action:**	
Title:	CC - CONSENT ITEM: Approval of the Final Plans and Specifications and Authorization to Publish a Notice Inviting Bids for Phase 1 of the Safer Fox Hills Project, CIP No. PZ923.				
Indexes:					
Code sections:					
Attachments:					

Date	Ver.	Action By	Action	Result

CC - CONSENT ITEM: Approval of the Final Plans and Specifications and Authorization to Publish a Notice Inviting Bids for Phase 1 of the Safer Fox Hills Project, CIP No. PZ923.

Meeting Date: July 13, 2026

Contact/Dept.: Thomas Check/Public Works Department

Phone Number: (310) 253-5627

Fiscal Impact: Yes [X] No [ ] **General Fund:** Yes [X] No [ ]

Attachments: Yes [X] No [ ]

Public Notification: E-Mail: Meetings and Agendas - City Council (07/08/2026)

Dept Approval: Yanni Demitri, Public Works Director / City Engineer (06/08/2026)

RECOMMENDATION

Staff recommends the City Council approve the final plans and specifications and authorize the publication of a notice inviting bids for the construction of Phase 1 of the Safer Fox Hills Project, CIP No. PZ923.

BACKGROUND

The Safer Fox Hills Project is a neighborhood-focused initiative that will deliver a comprehensive

suite of pedestrian, bicycle, and traffic calming improvements to the Fox Hills neighborhood. The City Council approved the conceptual plans for the Safer Fox Hills Project at their May 28, 2024, meeting. Proposed improvements include:

- New conventional and concrete-protected bike lanes on Green Valley Circle, Buckingham Parkway, Bristol Parkway, and Hannum Avenue totaling approximately 2.5 miles.
- Five new high-visibility crosswalks (with flashing beacons) to cross Green Valley Circle, Bristol Parkway, and Buckingham Parkway.
- A new traffic signal at Green Valley Circle & Fox Hills Drive.
- Transit stop upgrades, including new bus shelters, benches, and real-time rider information displays.
- Repair of damaged sidewalks and other ADA improvements.

Together, these improvements are intended to create a safer, more comfortable, and more connected Fox Hills neighborhood. These improvements are also consistent with the requirements of Chapter 3.3 (Complete Streets Improvements) of the Fox Hills Specific Plan, which was adopted by the City Council at its June 8, 2026, meeting.

DISCUSSION

Staff is now implementing the Project in phases. Improvements included in Phase 1 are summarized below:

- Install a combination of concrete-protected and conventional bike lanes on Green Valley Circle, Buckingham Parkway, and Bristol Parkway.
- Repair approximately 900 square feet of damaged and/or uplifted sidewalks.
- Install three new crosswalks with flashing beacons on Green Valley Circle at the following locations:
    - Between Bristol Parkway and Doverwood Drive (midblock)
    - At the intersection of Doverwood Drive & Green Valley Circle
    - Near the entrances to Heather Village and The Meadows condominium complexes (midblock)

  The two midblock crosswalks will be raised to prioritize pedestrian crossings and calm traffic. The crosswalk at Doverwood Drive & Green Valley Circle will not be raised due to its proximity to Doverwood Drive and the geometry of Green Valley Circle at this location.
- Install a new curb extension and ADA-compliant directional curb ramps at Green Valley Circle & Doverwood Drive to complement the new crosswalk at this location.
- Upgrade the three crosswalks at Green Valley Circle & Buckingham Parkway to the City's current standard of high-visibility continental crosswalks.

The Project includes adjustments to roadway configurations on Green Valley Circle, Buckingham Parkway, and Bristol Parkway. These changes are summarized below.

Green Valley Circle between Sepulveda Blvd and Bristol Pkwy

- Existing Conditions:
    - Travel Lanes: Two in each direction plus a center left-turn lane.

  - On-Street Parking: Not permitted.
  - Bicycle Facilities: None.
- Proposed Conditions:
  - Travel Lanes: Two in each direction plus a center left-turn lane. (no change)
  - On-Street Parking: Not permitted. (no change)
  - Bicycle Facilities: Bike lanes in both directions, consisting of a conventional bike lane in the westbound direction and a protected bike lane in the eastbound direction.

Green Valley Circle between Bristol Parkway and Buckingham Parkway

- Existing Conditions:
  - Travel Lanes: Two in each direction plus a center left-turn lane.
  - On-Street Parking: Permitted on the south side of the street and on the north side between Buckingham Parkway and Doverwood Drive. Parking is prohibited on the north side between Doverwood Drive and Bristol Parkway.
  - Bicycle Facilities: None.
- Proposed Conditions:
  - Travel Lanes: One in each direction plus a center left-turn lane.
  - On-Street Parking: Existing parking on the south side of the street and on the north side between Buckingham Parkway and Doverwood Drive will be maintained. New parking will be added on the north side between Doverwood Drive and Bristol Parkway.
  - Bicycle Facilities: Protected bike lanes on both sides of the street.

Green Valley Circle between Buckingham Parkway and Centinela Avenue

- Existing Conditions:
  - Travel Lanes: One in each direction plus a center left-turn lane.
  - On-Street Parking: Permitted on both sides of the street.
  - Bicycle Facilities: None.
- Proposed Conditions:
  - Travel Lanes: One in each direction plus a center left-turn lane. (no change)
  - On-Street Parking: Permitted on both sides of the street. (no change)
  - Bicycle Facilities: Protected bike lanes on both sides of the street.

Buckingham Parkway between Green Valley Circle and Hannum Avenue

- Existing Conditions:
  - Travel Lanes: One in each direction plus a center left-turn lane.
  - On-Street Parking: Permitted on both sides of the street.
  - Bicycle Facilities: None.
- Proposed Conditions:
  - Travel Lanes: One in each direction plus a center left-turn lane. (no change)
  - On-Street Parking: Permitted on both sides of the street. (no change)
  - Bicycle Facilities: Two-way protected cycle track on the west side of the street. Parking on the west side of the street will be maintained adjacent to the cycle track. Parking on the east side of the street will be maintained in its current configuration.

Bristol Parkway between Centinela Avenue and Green Valley Circle

- Existing Conditions:

  - Travel Lanes: One in the northbound direction, two in the southbound direction, plus a center left-turn lane. Note: In the southbound direction, the curbside lane typically functions as a bus layover zone.
  - On-Street Parking: Permitted on the east side of the street.
  - Bicycle Facilities: None.
- Proposed Conditions:
  - Travel Lanes: One in each direction plus a center left-turn lane.
  - On-Street Parking: Permitted on the east side of the street. (no change) On the west side of the street, new on-street parking and a new bus layover zone will be provided to formalize existing transit operations.
  - Bicycle Facilities: Bike lanes in both directions, consisting of a protected bike lane in the northbound direction and a conventional bike lane in the southbound direction. Staff recommends a conventional bike lane in the southbound direction due to the high level of existing curbside activity associated with the bus layover zone. A conventional bike lane configuration minimizes potential conflicts associated with this activity and, therefore, staff believe it will provide a better user experience for cyclists.

Bristol Parkway between Centinela Avenue and Green Valley Circle

- Existing Conditions:
  - Travel Lanes: Two in each direction plus a center left-turn lane.
  - On-Street Parking: Not permitted.
  - Bicycle Facilities: None.
- Proposed Conditions:
  - Travel Lanes: One in each direction plus a center left-turn lane.
  - On-Street Parking: Permitted on both sides of the street.
  - Bicycle Facilities: Protected bike lanes on both sides of the street.

Full details of the proposed improvements are available in the Project plans on the City's website at www.culvercity.gov/saferfoxhills <http://www.culvercity.gov/saferfoxhills>.

Accessibility Considerations with Parking-Protected Bike Lanes

Typically, when parking is permitted on a street, motorists park parallel to the curb and step over the curb to access the sidewalk. Passengers typically access the sidewalk directly, if exiting from the passenger side of the vehicle.

Under a parking-protected bike lane configuration, the bike lane is located adjacent to the curb and vehicles park outside of the bike lane. The parking and bike lanes are separated by a striped buffer, typically three to five feet wide. Consistent with prior Council direction, a concrete barrier is included within the buffer to provide physical protection between bicyclists and motor vehicles.

To ensure the accessibility of parking-protected bike lanes, staff researched parking-protected bicycle facility design treatments utilized by agencies throughout the United States. Staff found that designated accessible parking spaces, typically identified by blue curb markings and signage, generally follow a common set of requirements, such as a striped access aisle and adjacent ADA curb ramp. However, design treatments for non-accessible parking spaces vary considerably and there is no single approach recommended or followed.

Two designated accessible parking spaces currently exist on Green Valley Circle and Buckingham Parkway within the Project limits. These spaces will be retained and retrofitted with current signage, markings, and an ADA curb ramp, if one does not already exist, to minimize distance from a parked vehicle to the sidewalk. In addition, the Project will install six new designated accessible parking spaces throughout the corridor to improve accessibility and provide convenient access to key destinations, including Fox Hills Park. These spaces will similarly be denoted by signage and markings and located near an ADA ramp to minimize distance from a parked vehicle to the sidewalk.

With respect to non-accessible parking spaces, staff presented to the City's Disability Advisory Committee (DAC) at their April 8, 2026, meeting to gather feedback on design treatments and options. Staff subsequently met with two DAC members in the field to review a parking-protected bike lane that was recently installed on Adams Boulevard. Based on this feedback, as well as input received through other community engagement efforts, several modifications have been made to the parking protected bike lane design, detailed below.

Originally, the concrete barrier installed in the buffer was proposed to be continuous, with breaks only for maintenance and operational needs, such as drainage. However, based on feedback received from the DAC, the barrier design has been revised to include an opening adjacent to each on-street parking space. These openings are intended to allow passengers to step directly into the striped buffer without needing to step over the concrete barrier. The buffer itself serves as a refuge area where passengers can load and unload before crossing the bike lane.

Staff also evaluated the placement of the concrete barrier within the striped buffer. The concrete barrier is 18 inches wide, while the striped buffer is a minimum of three feet wide. On Adams Boulevard, the barrier was installed on the right side of the buffer along the edge of the bike lane. During the site visit, DAC members expressed a preference for shifting the barrier to the left side of the buffer, adjacent to the edge of the parking lane. After observing parking behaviors on Adams Boulevard, staff recommend this modification because it places the barrier more directly within the line of sight of users exiting their vehicles. Staff also observed that motorists typically parked close to the barrier, effectively mimicking traditional curbside parking behavior.

Coordination with Annual Street Pavement and Concrete Rehabilitation CIP
In coordination with the City's Pavement Rehabilitation Capital Improvement Program (CIP), Green Valley Circle, Buckingham Parkway, and Bristol Parkway will be repaved prior to implementation of the proposed improvements.

Staff recommends the City Council approve the final plans and specifications and authorize the publication of a notice inviting bids for Phase 1 of the Safer Fox Hills Project, CIP No. PZ923. If approved, construction is expected to commence in late 2026.

FISCAL ANALYSIS

Pavement rehabilitation (repaving) to be performed in conjunction with the Project is estimated to cost $2.9 million. The Adopted Budget for Fiscal Year 2026-2027 is anticipated to include sufficient funding for this work in the Annual Street Pavement and Concrete Rehabilitation CIP, which is funded from a variety of sources.

The remaining work, including sidewalk repairs, new crosswalks, ADA improvements, and new bicycle facilities, is estimated to cost $3.4 million. The Adopted Budget for Fiscal Year 2026-2027 includes sufficient funding for this work in the following CIPs: Safer Fox Hills; Street and Right-of-Way Improvements; CDBG ADA Sidewalk Repair Project; and Curb, Gutter, and Sidewalk Replacement.

ATTACHMENTS

The final plans are available on the City's website at <http://www.culvercity.gov/saferfoxhills>.

MOTION

That the City Council:

Approve the final plans and specifications and authorize the publication of a notice inviting bids for the construction of Phase 1 of the Safer Fox Hills Project, CIP No. PZ923.