

OFFICIAL MINUTES OF THE CULVER CITY
BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

REGULAR MEETING OF THE
CULVER CITY BICYCLE AND
PEDESTRIAN ADVISORY COMMITTEE
CULVER CITY, CALIFORNIA

January 16, 2025
6:00 P.M.

Call To Order & Roll Call

The regular meeting of the Culver City Bicycle and Pedestrian Advisory Committee was called to order at 6:03 P.M. in the Patacchia Meeting Room at City Hall and via Webex.

Members Present: Dorothy Sadd, Chair
Jack Galanty, Vice Chair
Joel Falter, Member
Greg Maron, Member
Travis Morgan, Member
Hunter Salem, Member*

*Member Salem arrived at 6:22 P.M. and exited the meeting at 9:12 P.M.

Members Absent: J. Marvin Campbell, Member
Carolyn Libuser, Member
Dane Twichell, Member

Staff Present: Andrew Maximous, Public Works Mobility &
Traffic Engineering Division Manager
Thomas Check Senior Traffic Engineer
Alicia Ide, Public Works Management Analyst
Ryan Hund, Public Works Management Analyst
Kate Saunders-Britton, Transportation
Administrative Secretary

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Pledge of Allegiance

Meeting attendees recited the Pledge of Allegiance.

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Community Announcements from Members/Staff

Chair Sadd announced that the Martin Luther King Jr. Celebration had been postponed to February 15, 2025; she encouraged everyone to subscribe to Culver City Updates; and she reported being part of a volunteer fire watch group.

Vice Chair Galanty noted that no one should be walking or bicycling outside without a respirator due to the poor air quality as a result of the fires.

Member Morgan announced CicLAvia on February 23.

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Updates from Subcommittees/Delegates/Members

None.

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Information Items from Staff

Ryan Hund, Management Analyst, discussed the January bus service change.

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Public Comment for Items NOT On the Agenda

Chair Sadd read the Culver City statement regarding hate speech and invited public comment.

The following members of the public addressed the Committee:

Adrian Killigrew discussed front loading cargo bikes or tricycles struggling to get through Jackson Gate; trucks impeding visibility of the bicycle light on Ince and Washington; on behalf of Jim Shanman, he announced the 13th Annual Walk and Rollers Festival; discussed Daylighting Laws and people who still park their cars in the crosswalk in Carlson Park; and he announced that Wombi was giving out bicycles to those who lost theirs in the fires.

Member Morgan indicated that originally there had been talk of twisting the bollard at Jackson Gate to allow more room for cargo bikes to get through but that never happened.

Alicia Ide, Management Analyst, reported that Culver City had begun changes for compliance with the Daylighting Law.

David Coles discussed the fatality on Wesley and National and he hoped his previous request to agendaize potential traffic calming for the area would appear on the agenda for the next meeting.

Mary Daval discussed the unsafe intersection at Wesley and National; the need for traffic calming on National; crowding issues; safety concerns at the Duquesne exit at Ballona Creek; appreciation for the changes to timing at the Culver and Main intersection; and diagonal crossing.

Discussion ensued between staff and Committee Members regarding a No Right Turn to be installed for northbound and southbound Main Street, and clarification that because of the size of the intersection at the Culver and Main, a diagonal crossing would not be implemented.

Sean MacDonald indicated living on Playa Street in Culver City Terrace; discussed concerns with plans to remove the center lane as part of the Better Overland project; the importance of the lane for people turning left into the community; safety concerns; and people trying to cross the street.

Discussion ensued between staff and Committee Members regarding the option provided to remove the center lane between Culver and the Creek.

Karim Sahli discussed the fires; acknowledgement of climate change by the media; the key role of BPAC and Public Works to mitigate climate change in Culver City; he noted that Culver City became all electric in 2019; discussed the largest emitter of greenhouse gases; the ability to mitigate the source of emissions; traffic violence as the number one killer on the streets; and the importance of following all recommendations from scientists.

David Metzler highlighted the fatality at Doverwood and Green Valley Circle in Fox Hills two years ago; the need for safety improvements; asked about progress on completion of the Bicycle and Pedestrian Action Plan from 2020; discussed contributions of different types of infrastructure built in Culver City to progress toward goals; sharrows vs. Class 4 connected bike lanes; BPAC review and feedback regarding credit for different types of infrastructure based on the safety provided; and he expressed support for weighting different types of infrastructure based on safety.

Member Salem joined the meeting.

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The Consent Calendar was considered out of sequence:

Consent Calendar Items

Item C-1

Approval of Minutes of the Bicycle and Pedestrian Advisory Committee Special Meeting October 24, 2024

MOVED BY CHAIR SADD, SECONDED BY VICE CHAIR GALANTY AND UNANIMOUSLY CARRIED (ABSENT MEMBERS CAMPBELL, LUBUSER, AND TWICHELL), THAT THE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE APPROVE MINUTES FOR THE SPECIAL MEETING OF OCTOBER 24, 2024.

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Item C-2

Approval of Minutes of the Bicycle and Pedestrian Advisory Committee Regular Meeting November 21, 2024

MOVED BY CHAIR SADD, SECONDED BY VICE CHAIR GALANTY AND UNANIMOUSLY CARRIED (ABSENT MEMBERS CAMPBELL, LIBUSER, AND TWICHELL) THAT THE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE APPROVE MINUTES FOR THE REGULAR MEETING OF NOVEMBER 21, 2024.

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Receipt of Correspondence

MOVED BY MEMBER MORGAN, SECONDED BY VICE CHAIR GALANTY AND UNANIMOUSLY CARRIED (ABSENT MEMBERS CAMPBELL, LUBUSER, AND TWICHELL) THAT THE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE RECEIVE AND FILE CORRESPONDENCE.

Alicia Ide, Management Analyst, reported receipt of ten items that were distributed to Committee Members.

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Action Items

Item A-1

Receive a Presentation and Discuss Plans for a Mobility Education Event

Alicia Ide, Management Analyst, introduced the item requested by Jim Shanman noting that she had sent two emails to him but he was not present.

Discussion ensued between staff and Committee Members regarding the potential event, possibly on March 1; efforts of Mr. Shanman to convene a meeting of local principals and City staff; the joint liaison meeting between Culver City and the Culver City Unified School District (CCUSD); the potential opportunity to close Elenda Street for a certain part of the school day; the request for feedback from Jim Shanman; and agreement to move the presentation to the next meeting.

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Item A-2

Receive an Update and Discuss Design of Bicycle and Pedestrian Improvements on Overland Avenue, Green Valley Circle, Buckingham Parkway, and Washington Boulevard

Thomas Check, Senior Traffic Engineer, provided an update on bicycle and pedestrian improvements proposed for Overland Avenue, Green Valley Circle, Buckingham Parkway, and Washington Boulevard; discussed competition for grant funding; the grant document that can be reused and repurposed; other grant possibilities; finding ways to implement parts of the plans sooner; phased implementation; planned improvements; value engineering to bring down costs; shared use of space; signage; providing a protected intersection design and sufficient daylighting; a new signal planned by the Library; installation of a high visibility crosswalk and pedestrian refuge island; providing additional priority for pedestrians; the connection point at Ballona Creek; and the phased project.

Discussion ensued between staff and Committee Members regarding the process for receipt of public comment; the signal at the Library; grants; cost for removal of medians; funding for Overland improvements; design costs; the Annual Pavement Rehabilitation Program; CIPs (Capital Improvement Projects); signal timing

modifications for Braddock and Farragut; curb extensions; cost estimates; the ability of BPAC to consider the projects further; and encouragement for feedback on the designs as early in the process as possible.

Chair Sadd invited public comment.

The following members of the public addressed the Committee:

David Coles expressed support for the improvements; observed that the stretch between Venice and Culver was a missing link and should be a top priority; discussed costs of concrete vs. bollards; and 3-D printed concrete barriers in Santa Monica.

Thomas Check, Senior Traffic Engineer, stated that concrete is three times as expensive as bollards.

Karim Sahli expressed regret that the grant had not been awarded; discussed excitement about the project providing a protected bike lane and disappointment that the rest of Overland Boulevard, which is a difficult segment to ride, would not have a bike lane; proposed keeping the money to extend the paint a little further; concern about confusion in the gray zone; concern with creation of a conflict zone at Overland and Culver; support for the protected bike lane at Overland and Venice; and he questioned why the bike lanes were not fully protected everywhere possible.

Thomas Check, Senior Traffic Engineer, indicated that the gray zone would have bollards.

David Metzler expressed support for the pedestrian island at the Library; discussed traffic calming; safety; support for bollards rather than paint for the blue curb extensions; concern with the conflict zone for the northbound lane of the Culver and Overland intersection; and conflicts with vehicles entering the protected lane.

Michelle Weiner expressed appreciation for the project noting the need for lanes from Venice to Culver; discussed concerns that lanes would be kept as is up to the signal; schools and the library in the area; cars intruding into the bike lane; and she acknowledged the expense to change things but noted the extreme need.

Further discussion ensued between staff and Committee Members regarding funding limitations; defining priorities; the importance of the pedestrian island; the adult school next door; traffic calming on Overland; the need for more resources; the importance

of protecting the bridge over La Ballona Creek; appreciation for the creativity of staff; aesthetics; quick build options other than bollards; Class 2 bike lanes on Overland that force cyclists into the door zone; the importance of finding a way to slow down traffic and provide a buffer; concern about the conflict zone on Culver and Overland; the importance of providing lateral separation between cyclists and vehicles; conflict zones with right turning vehicles turning in front of cyclists; efforts to mitigate the stressful situation; minimizing the space that a right turn vehicle has to get into the right turn lane; the necessity to slow speed; broad-side or side-swipe collisions; protection from through traffic at the limit line; the common design that exists on Centinela down to Bristol; the need to provide more width; a suggestion to save the money for more efficient future investment by not doing a Class 2 bike lane between the Creek and Culver; support for restriping on either side of the crosswalk; enhancing visibility; continuity; and the process.

Thomas Check, Senior Traffic Engineer, discussed proposed improvements to Washington Boulevard; introduction of a Class 2 bikeway through the intersection of Washington Boulevard and Washington Place; refreshing limit lines; high visibility crosswalks; the inability to fund new crossings; additional lane assignment arrows and dashed lines; wrong way arrows; refreshing signage; clarifying lane assignment with overhead signage; and, responding to inquiry, he noted the location for the wrong way signage.

The following members of the public addressed the Committee:

Karim Sahli expressed appreciation for the report and for the opportunity to use combined funding for the intersection, and concern with problematic conflict with bikes and automobiles when they have to merge.

Eric Shabsis speaking on behalf of himself, felt that the markings on the street were much easier to follow than the overhead markings; discussed multi-family residential projects entitled in the vicinity; and prioritizing funding from projects toward local mobility.

David Metzler was called to speak but could not be heard.

Discussion ensued between staff and Committee Members regarding proposed removal of parking spaces as part of daylighting and to mitigate the bike signal that was reportedly blocked; comments regarding allocation of funding; prioritizing items; lack of

information provided to the BPAC; anticipated funding; building infrastructure so that when the building is finished, the infrastructure is already there; a suggestion to borrow the funding ahead of time and back-funding when the funding becomes available; buildings that are close to being finalized; funding for continuation of the bike lane; the normal course of action to fund a bike lane in front of a development; timing; funding availability contingent on the construction schedule; funding through the Current Planning Department; jurisdiction of the Finance Department regarding a decision for advancing funding; clarification that the portion of Washington being considered is independent from the other grants; strategizing best use of available money; the east/west corridors; design efforts to fill in the gaps; the addition of medians; and more enhancements coming to the west Washington area.

Thomas Check, Senior Traffic Engineer, provided an overview of plans for the Green Valley Circle/Buckingham Parkway area; discussed the general lane configuration; the reduction of through lanes at Bristol from one to two; activity to the mall; curb extensions; retention of the two way left turn lane; the importance of parking to the community; daylighting; installation of a raised pedestrian crosswalk at Green Valley Circle; limited civil improvements proposed; ADA (Americans with Disabilities Act) compliance; decreased distance for marked crossings for pedestrians; the natural traffic calming effect and pedestrian prioritization of raised crossings; efforts to retrofit existing poles rather than move them; Leading Pedestrian Intervals (LPIs); speed humps on Canterbury; maintaining the existing bus stops as they are; mid-block crossings to address pedestrian-generating land uses; and the intent to improve connectivity at Centinela and Green Valley.

Discussion ensued between staff and Committee Members regarding projects that include civil improvements; costs for signal improvements; impacts; porkchops to reduce right turn speeds; painted curb extensions to shorten crossing distances; narrowing lanes; intersection treatments at Hannum and Buckingham; parking protected lanes; Class 4 lanes eastbound from Sepulveda to Bristol; and Class 2 lanes to Sepulveda after Fox Hills.

The following members of the public addressed the Committee:

Karim Sahli discussed creating a sense of space for drivers with the central turning lane; use for deliveries; the feeling that the central turning lane should be removed; the dangerous left turn; bollards; concern with inconsistencies; adding a pole for beg

buttons for cyclists; acknowledgement of the higher cost of concrete vs. bollards; and consideration of concrete protection to provide the feeling of safety.

Karim Sahli was confused as to why a protected intersection was not being done; felt the Class 2 bike lane going to Sepulveda was extremely dangerous; noted increased speeds for those travelling downhill; and he wanted to see protection extended.

David Metzler discussed adding a bike box on Wade; the need for crosswalks on both sides of the street at Green Valley and Doverwood; and prioritizing safety for pedestrians.

Discussion ensued between staff and Committee Members regarding support for raised crosswalks; consideration of a raised crosswalk by the Library; clarification that signalized crosswalks are generally not raised; traffic volume; current demand at the intersection at Sepulveda by the mall; concern with creating a false sense of security; stepping down the Class 4 facility to a Class 2 facility; providing a visual cue; repurposing funds from that segment; the fact that the segment is not used because there is no security; the segment from Slauson to Centinela; the high flow, high speed 405 alternative; including a link if cycling became an attractive option for that street; creating infrastructure and a continuous path to the rest of Culver City; and providing access for residents.

Additional discussion ensued between staff and Committee Members regarding advocacy for changes for over a decade; appreciation for the design that will change the way people get around the community; agreement that a center turn lane is not necessary and adds to traffic speed; reducing speeds and cut-through traffic; the potential for a quick-build Dutch intersection at Bristol and Green Valley; having a Class 4 bike lane from Fox Hills Drive to Bristol; the portion from Fox Hills Drive down to Sepulveda; concern that putting in a bike box encouraging left hand turns is potentially dangerous on that hazardous stretch; protected lanes under the freeway on Centinela; the safer alternative route available; lack of safe streets to get to Petrelli's or Big Lots; the current design; support for striping the area green; clarification that Hannum peters out at Bristol; a suggestion for a buffered lane to get down to Slauson in both directions; and appreciation for the important project for Fox Hills.

Further discussion ensued between staff and Committee Members regarding speed limit considerations with raised crosswalks;

warning signage; markings on the ground; and speed tables in Venice.

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Item A-3

Receive an Update and Discuss the Complete Streets Design Guidelines

Thomas Check, Senior Traffic Engineer, provided an update on Complete Streets Design Guidelines; noted the name change from Complete Streets Design Standards to Guidelines; discussed incorporation of comments; engagement events; feedback received; unification of City documents; awareness and education; change of terminology from "optional" to "context dependent"; design elements that are not appropriate for the entire street; updated graphics; required and recommended standards; new context dependent standards; recommendations from the Director; special designations in the General Plan; removal of language indicating that cars are the first priority; Active Transportation Corridor pages; Transit Priority Corridors; Vision Zero; design elements that can affect speeds; ineffectiveness of lowering speed limits without enforcement or design changes; changing driver behavior; design elements; the Daylighting Law; references; and medians.

Discussion ensued between staff and Committee Members regarding the space from buildings to the curb; kiosk placement; people who ride their bikes on the sidewalk because they are afraid to ride in the street; concern with pushing people onto the sidewalk and then having the sidewalk full of other things; guidance applicable to anything on the sidewalk; street furniture; deliveries; design elements; the final draft; and appreciation for inclusion of the daylighting zone.

The following members of the public addressed the Committee:

David Metzler noted that the document had not been attached.

Discussion ensued between staff and Committee Members regarding availability of the previous draft; availability of the final draft to the public; the timeline for Council consideration; and upcoming community events.

Karim Sahli expressed appreciation for the presentation; noted the improvements; discussed the importance of providing the document for public review; ensuring there is no confusion for residents;

appreciation for acting upon public comments; acknowledgement of improvements that could still be made; and appreciation for the paradigm shift.

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Item A-4

Receive a Presentation and Discuss the Public Works Department FY 2024-25 Mobility-Related Projects and Projects Under Consideration for FY 2025-26

Andrew Maximous, Public Works Mobility & Traffic Engineering Division Manager, provided a presentation and discussed mobility related projects.

Discussion ensued between staff and Committee Members regarding adding a project at Wesley and National to the project list; the state grant; expansion of the consultant contract necessary to add items; the Local Road Safety Plan; the identified list of High Injury Intersections; Highway Safety Improvement Project (HSIP) funding; scope modification; deadlines; providing thoughts and ideas on how to improve the intersection; items on the agenda for the next meeting; consideration by the City Council before the BPAC meets again; identified locations previously considered by the group; the traffic circle; Farragut/Jackson improvements; the annual resurfacing project; similar conditions and plans for Braddock and Jackson; the unsignalized location at Washington and Midway; the chokepoint at Washington/Culver; ending eastbound traffic at Culver; allowing westbound only at Sony; meter cost analysis; the change from mobile pay to text to pay option for meters; red curb daylighting; smaller residential areas affected; and sidewalk improvements.

Chair Sadd invited public input.

The following members of the public addressed the Committee:

David Coles received clarification about plans to address Washington and Inglewood; the long distance for pedestrians to cross; and concrete work included in certain processes but not in others.

Mary Daval was pleased to hear that the entire City would be addressed regarding Daylighting; suggested comparing the new Tri-School Traffic Study with the older ones; discussed incorporating the Washington Boulevard Mobility Study in the overall vision for

downtown; the Downtown Visioning Study that was promised; incorporating all available parking in the Arts District; and appreciation for the Farragut Connector.

Discussion ensued between staff and Committee Members regarding the focus of the Arts District Parking Study; sharing resources with the neighborhood; employee parking; and analyzing requests by the residents.

Karim Sahli requested email notification each time the document is updated; discussed the Bicycle and Pedestrian Action Plan; prioritizing opening Class 4 bike lanes before implementing the Class 2 bike lanes; finding better standards for Class 2 lanes before implementing any; volunteers registered with Bike Culver City that could help with painting red curbs; dynamic signals with AI; and pedestrian detection.

Discussion ensued between staff and Committee Members regarding standards; lack of specificity regarding measuring the 20 feet; the process for signal timing projects; use of cameras to collect data for traffic patterns and improved signal timing; connectivity; the IT component; and enhancing coordination patterns during the daytime.

David Metzler expressed appreciation for the update and the helpful document; he also requested a subscription method to alert people to when changes are made; and he asked about the impacts from the loss of Metro funding.

Additional discussion ensued between staff and Committee Members regarding project costs on the chart that reflect the new grant amount; the study requested by the City Council; the ability of the Committee to let staff know about improvements or projects that they want to see happen but are not included on the list; timing of submitting things for the budget cycle; the process for changing to the new standard for crosswalk buttons; the mid-year budget list; and reallocation of local match funds for grants that were not received.

Further discussion ensued between staff and Committee Members regarding inclusion of a Class 2 bike lane in the Overland high friction surface treatment; the extension to Jefferson; the inability to turn the bollard to address the issue of wider cargo bikes not being able to get through the Jackson Gate; staff agreement to look at other options; dimensions of cargo bikes; including property owned by CCUSD in the Tri-School area in the RFP (Request for Proposals); the emphasis on community outreach

and engagement; support for the one way study on Washington Boulevard; creating a separate project for Culver Boulevard between Elenda and Duquesne; traffic signal synchronization with neighboring agencies; Sepulveda and Centinela; and greenhouse gases from idling cars.

Member Salem exited the meeting.

Additional discussion ensued between staff and Committee Members regarding improvements to the bike path at Duquesne; the path by Blanco Park that is frequently closed; lack of bike lanes on Overland; fencing off the path from the rest of the park to enable 24 hour access; coordination with the Parks Department; use of the path by school children; access conflicts; providing gates; and the important link to the rest of the City.

Discussion ensued between staff and Committee Members regarding understanding problems in the Tri-School area; the importance of addressing issues; scope of the project; documenting issues and proposing solutions; the RFP; data collection; interest in doing nothing in an unsafe situation vs. the interest in improving safety; concern that nothing has happened for years; inaction contributing to the unsafe environment; authority of the Public Works Director; using authority to act urgently to correct an unsafe environment; staff that is following direction given; the importance of providing input before the process gets too far along; support for prioritizing Class 4 bike lanes in Culver City; staff efforts to facilitate; Class 4 options provided; City Council direction; Complete Streets Guidelines; and options provided.

Discussion ensued between staff and Committee Members regarding the bike path going down Wesley to National; a suggestion to invest in creating an easy way to cross to the bike path; pedestrians walking on the west side of National; providing signage and direction; flow through traffic from the south; recent accidents; suggestions to provide signage at the gates for Ballona Creek Bike Path to identify locations in case of emergency; reflective pavement markings to identify street names; current coordination with the Fire Department to sign the entire path; bike volume on Braddock; the grant to put in a signal at Sawtelle and Overland; ongoing funds for BPAC implementation; creating placeholders for future years; work plan deadlines; highlighted items for each division to work on; reflecting items in the budget; the importance of reviewing the CIPs published in May to make certain they reflect decisions by the City Manager; ensuring nothing is missing or identifying whether something has been significantly cut; the ability of the City Council to add things to the budget; the

timeline for the budget; encouragement for Members to attend budget meetings to advocate for items that should be prioritized; the few people in the community who come to make public comment; lack of public comment during recent consideration of the fee study; a suggestion for a pilot study on accessibility/cargo bike parking in Culver City; and making parking more accessible to entrances.

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Item A-5

(1) Review and Discuss the Biannual Report to City Council of Bicycle and Pedestrian Advisory Committee Activities and (2) Authorize Transmittal to City Council

Discussion ensued between staff and Committee Members regarding corrections to typographical errors; consideration of the space between private property and the curb; previous consideration of pedestrian safety; the sidewalk survey and sidewalk improvements; ensuring that updates on plans and changes to pedestrian and mobility space between private property and the curb are included in the plan for the last six months; subcommittee consideration of kiosks; Ballona Bike Path safety for pedestrians; determining how items are agendaized and who is invited to the conversations; ensuring that sidewalk-related issues are included in the work plan; authority of Public Works; the directive to the Special Event Manager that bike parking be included in City events; direction that all special permits include bike parking; and Committee agreement to approve the report with corrections to typographical errors and the addition of general bike parking in the downtown area.

MOVED BY CHAIR SADD, SECONDED BY VICE CHAIR GALANTY AND UNANIMOUSLY CARRIED (ABSENT MEMBERS CAMPBELL, LIBUSER, SALEM, AND TWICHELL), THAT THE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE AUTHORIZE TRANSMITTAL OF THE BIENNIAL REPORT TO THE CITY COUNCIL WITH CHANGES AS DISCUSSED.

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Public Comment for Items NOT On the Agenda (Continued)

Chair Sadd invited public comment.

The following members of the public addressed the Committee:

Eric Shabsis referenced interactions with transportation professionals as part of his job noting that Andrew and Thomas are two of the best there are; discussed their creativity; general inflexibility of city traffic engineers does not apply to Culver City staff; including a broad swath of stakeholders in the process; developer fees; community benefit packages negotiated with cities; and the need for a better mechanism to ensure that fees are used in the affected neighborhood.

Discussion ensued between Mr. Shabsis and Committee Members regarding use of fees from Amazon Studios; Phase One Neighborhood Traffic Management Plan (NTMP) fees; negotiated fees that predated project fees; the work of an applicant advocate; the process; fees paid at the end of the project; mobility fees that go into a fund and are not spent; the need for a mechanism to ensure that fees are directed to the area they came from; and items to be considered on a future agenda.

Karim Sahli stated that fees should be used to help everyone all over the City; discussed capacity; concern with comments about whether to install bike lanes near the Fox Hills Mall; keeping the status quo; the dangerous Green Valley/Sepulveda intersection; houses burning because of climate change and car-centric infrastructure; the fact that a bike lane can move more people than a car lane; and the importance of providing access to Fox Hills.

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Committee Requests to Speak at City Council Meetings

Discussion ensued between staff and Committee Members regarding advocacy that the grant matching funds be spent and agreement that the Committee was not ready to address the City Council.

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Member Requests to Agendize Future Items

Discussion ensued between staff and Committee Members regarding a kiosk meeting with the subcommittee of the City Council; an upcoming report on the intersection of Cota and Jefferson; a report from the Culver City Police Department to discuss intersection accidents at National/Wesley and Braddock/Elenda; sharing ideas about potential implementation of safety measures; design details about other intersections; a cyclist hit at Landmark and

Washington; a suggestion to request a report anytime a cyclist is hit; agendizing a discussion regarding the May budget meeting; a suggestion to update the Bicycle and Pedestrian Action Plan created in 2020; the request for a police report and discussion of pedestrian safety on the Ballona Creek Bike Path; the Tri-School Safe Routes to School Plan; receipt a report regarding separate developer fees and the process for their usage; putting more structure in place on how funds are evaluated and spent; ensuring that money does not sit around; reports on prior year expenditures; projects that will double the population in Fox Hills; impacts; scheduling; urgency; tapping into development fees for the projects in Fox Hills that may run out of money; availability of other departments to make a presentation to the BPAC; the large amount of things going on; addressing the City Council to make a request that fees are allocated to the area they come from; how to get access to money that is entitled; the request to the City Council to understand the process; competition for money; encouragement for Committee Members to attend budget meetings and advocate for mobility fees to be spent in a certain way; concern with a lack of transparency and lack of public input on how funds are allocated; the deficit; agendizing an item on how funds are allocated; and Committee consensus from all Members present was achieved to hold a special meeting in February if it can be arranged.

Committee consensus was achieved to agendize the following new items for discussion:

- Consideration of the budget again before the May budget meeting; and
- Receive a report on development impact fees and the process of how they are allocated at a special February meeting or the next meeting.

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Information Items from Staff

Alicia Ide, Management Analyst, discussed upcoming City Council meetings; presentation of the Parks Plan on February 10, 2025; budget deadlines; consideration of the Washington Boulevard item by the City Council; the Joint City Council Unified School District meeting on January 23, 2025; and availability of online Ethics Training.

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Adjournment

There being no further business, at 10:21 P.M., the Bicycle and Pedestrian Advisory Committee adjourned.

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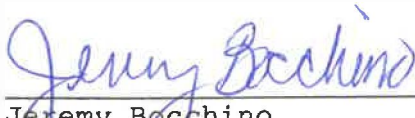
Alicia Ide
SECRETARY of the Culver City Bicycle and Pedestrian Advisory
Committee
Culver City, California

APPROVED



Dorothy Sadd
CHAIR of the Culver City Bicycle and Pedestrian Advisory
Committee
Culver City, California

I declare under penalty of perjury under the laws of the State of California that, on the date below written, these minutes were filed in the Office of the City Clerk, Culver City, California and constitute the Official Minutes of said meeting.



Jeremy Bocchino
CITY CLERK

25 JUN 2025

Date