

THESE MINUTES ARE NOT OFFICIAL UNTIL APPROVED BY THE
CULVER CITY BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

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

May 16, 2023
6:00 P.M.

Call To Order & Roll Call

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

Members Present: Travis Morgan, Chair
Jack Galanty, Vice Chair
Lila Bragard, Member*
Joel Falter, Member
George Montgomery, Member**
Dorothy Sadd, Member
Dane Twichell, Member***
Michelle Weiner, Member

*Member Bragard exited the meeting at 8:00 P.M.

**Member Montgomery arrived at 6:10 P.M.

***Member Twichell arrived at 6:10 P.M.

Absent: Greg Maron, Member

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

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Pledge of Allegiance

Member Falter led the Pledge of Allegiance.

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Community Announcements from Members

Chair Morgan discussed Bike-to-Work-Day and the number of people using the bike path in the mornings.

Vice Chair Galanty reported that Culver City Pride was having their bike ride on June 29 with more information available at culvercityride.org.

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Updates from Subcommittees

Member Bragard indicated that she would not be reapplying for the student seat and she introduced Rys Johnson who would be applying.

Discussion ensued between staff and Committee Members regarding the ability to continue serving until the age of 25.

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Information Items from Staff

Ryan Hund, Management Analyst, indicated that MOVE Culver City was still on hold pending litigation; discussed mobility planning for the Olympics; communication with LA28; the focus of Metro on building out the games route network; transporting competitors, families, staff, and volunteers; spectator service planning; anticipated needs; and readiness to collaborate with Metro.

Discussion ensued between staff and Committee Members regarding Metro Bike Share, and the cancelled procurement.

Members Montgomery and Twichell joined the meeting.

Alicia Ide, Management Analyst, reminded Members to reapply if interested in continuing to serve.

Chair Morgan noted that the City provided pre-populated forms for those reapplying.

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Public Comment for Items NOT On the Agenda

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

The following members of the public addressed the Committee:

David Coles was called to speak but was not present.

John Schneider indicated that he would speak for Item A-3.

Frida Dilonell indicated wanting to speak on Item A-3.

Disa Lindgren requested a crossing guard at Overland and Jefferson to help children accessing their schools.

Discussion ensued between staff and Committee Members regarding jurisdiction over crossing guards and a suggestion to submit a request to the Public Works Department for routing to the proper channels.

Adrian Killigrew discussed overgrowth on the Creek creeping into the bike lane at a dangerous curve; proposed scheduling annual maintenance in March; discussed inequality; priorities; he proposed a beg button or flashing light sign at the crossing at Duquesne from Ballona Creek; and noted the need for markings for the popular route for families on Kingston.

Chair Morgan noted previous comments about where the bike path connects to Duquesne; discussed overgrowth on the Creek; and markings on Jefferson.

Mary Daval expressed appreciation for the hybrid meeting format; reported similar issues with having to make a left turn on to Duquesne; indicated not wanting to use the bike path; expressed appreciation for the Jackson Gate; and she hoped that the problem would be solved.

Marcia Jacobs asked about elimination of the center lane in the Overland project.

Alicia Ide, Management Analyst, indicated that discussion would take place in Item A-3.

Rys Johnson indicated that he would be applying for the student position; reported using his bicycle to get to school; was pleased where things were going; and he expressed excitement at being able to participate in the Committee.

Alicia Ide, Management Analyst, indicated that she would go over the applications dates and times with him.

Karim Sahli was called by declined to provide comment.

Member Weiner highlighted challenges with the Overland and Virginia intersection and the request for crossing guards.

David Coles expressed appreciation to Senior Traffic Engineer Thomas Check for going with him to look at the problematic bike signal at Culver and Watseka, acknowledging the time taken to explain the complexities of the situation and to make him feel heard.

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Receipt of Correspondence

Alicia Ide, Management Analyst, indicated that one email had been received and distributed to Committee Members.

MOVED BY VICE CHAIR GALANTY AND SECONDED BY MEMBER TWICHELL THAT THE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE RECEIVE AND FILE CORRESPONDENCE.

THE MOTION CARRIED BY THE FOLLOWING VOTE:

AYES: BRAGARD, FALTER, GALANTY, MONTGOMERY, MORGAN, SADD,
TWICHELL, WEINER
NOES: NONE
ABSENT: MARON

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Consent Calendar Items

Item C-1

Approval of Minutes for the Bicycle and Pedestrian Advisory Committee Regular Meeting of April 18, 2024

MOVED BY MEMBER SADD AND SECONDED BY MEMBER FALTER THAT THE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE APPROVE MINUTES FOR THE REGULAR MEETING OF APRIL 18, 2024.

THE MOTION CARRIED BY THE FOLLOWING VOTE:

AYES: BRAGARD, FALTER, GALANTY, MONTGOMERY, MORGAN, SADD,
TWICHELL
NOES: NONE
ABSENT: MARON
ABSTAIN: WEINER

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Action Items

Item A-1

Receive a Presentation and Discuss Bicycle and Pedestrian Data Collection Efforts

Ryan Hund, Transportation Management Analyst, provided a presentation on bicycle and pedestrian data collection efforts.

Discussion ensued between staff and Committee Members regarding validation studies; manual counts; special events; effects of weather; averages; length of time data will be collected; tracking different types of road users; the classification scheme; use of data to draw conclusions about the MOVE Culver City project; the timeline; data counts collected for the intersections taken during the pandemic; and camera location.

Chair Morgan invited public comment.

The following members of the public addressed the Committee:

Karim Sahli expressed appreciation for the presentation and the technology; he wanted to see the technology deployed in other areas of the City; discussed providing pre-project data for Fox Hills; grant applications; making data available to residents to be retrieved online; and he wanted to know if the data could be included in a national database to be useful for other cities considering similar projects.

Discussion ensued between staff and Committee Members regarding data shared with others; monthly reports published for MOVE Culver City; determining how to move forward with additional reporting; baseline data for the Fox Hills/Overland Project; turning movement counts; intersection volume studies; funding and staff resources; a suggestion to set up count locations on the periphery of MOVE Culver City; capturing bike ridership; ridership on Culver vs. on Braddock; using data to provide the basis for location of protected bike lanes; availability of data to the public; the Public Records Act; legal advice; the ability of individuals to request data; whether staff can be compelled to provide data that has not already been collected; and encouraging people to extrapolate on the data.

Frida Dilonell received clarification that the presentation would be made available to the public, but not the data itself.

Additional discussion ensued between staff and Committee Members regarding availability of the data in the future; intersection detection systems; issues with counting bicycles; the need for better technology; detection vs. counting; and counting devices not hooked up to traffic signals.

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Item A-2

Receive an Update Regarding the Complete Streets Design Guidelines Project

Thomas Check, Senior Traffic Engineer, provided an update on the Complete Streets Design Project noting that it would be presented to the City Council in the fall/winter with a 30 day public comment period when the draft guidelines are published.

Chair Morgan invited public comment.

The following member of the public addressed the Committee:

Karim Sahli asked that the Complete Streets project be based upon what already exists in the Netherlands; discussed saving time by moving forward using proven practices; the CROW book; and he agreed to provide information to staff.

Discussion ensued between staff and Committee Members regarding the timeline; the City Council calendar; the public comment period; updates to the project webpage; the well-received crosswalk projects except where vertical posts are installed to create a bulb out adjacent to residential; consideration of what materials are used; guiding principles; creating a unique sense of place in Culver City; employing a design-forward mentality with MOVE Culver City; and ensuring prioritization of safe student crossings whether aesthetically pleasing or not.

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Item A-3

(1) Receive an Update and Discuss the Better Overland & Safer Fox Hills Project; and (2) Approve a Recommendation to City Council

Thomas Check, Senior Traffic Engineer, provided an update on the Better Overland & Safer Fox Hills Project.

Discussion ensued between staff and Committee Members regarding whether alternatives can be determined after the grant is submitted; critical path items; available alternatives; continued public engagement; and clarification that there is no staff-preferred alternative.

Chair Morgan invited public comment.

The following members of the public addressed the Committee:

John Schneider provided background on himself; indicated living at the Windsor Fountain complex; expressed concerns with the Class 4 bike lanes included in alternative A and B conceptual plans presented to the City Council; discussed the aggressive plan; providing a third alternative with the existing Class 2 bike lane; the Bicycle and Pedestrian Action Plan (BPAP); concern with the proposed removal of the center turn lane; the inappropriateness of adding a Class 4 bike lane if safety is not enhanced; natural line of sight; heavy driveway usage; and he proposed support of a less aggressive plan.

Frida Dilonell, Windsor Fountains Homeowners Association, discussed concerns with the proposed Better Overland Project; impacts to the community; dangers related to the proposed

removal of the center turn lane; new accident risk; the double yellow line; loss of parking spaces; the high density area that depends on street parking; blind spots created with Plans A and B as proposed; hazardous debris; support for Plan C; following the BPAP; keeping the Class 2 bike lanes; the June 2020 released traffic flow study; improving Class 2 bike lanes with green paint and reflective markings; installation of long-awaited crosswalks; she asked that Culver City prioritize the needs and well-being of the community and preserve essential resources such as the center turn lane and street parking; and she hoped that the same mistakes would not be made as were created by the downtown MOVE project.

Disa Lindgren thanked staff for their work; discussed attending the community meeting at Veterans Memorial Building and the walk audit in Fox Hills; interest in the proposed changes; the difficulty of balancing the needs of immediate residents and the larger community; the need for change to make Culver City safer for those who walk and ride bikes, as well as for cars; support for the separated Class 4 bike lanes; she felt that more people would ride if they can do so safely; noted reluctance to ride on dangerous streets; expressed appreciation for efforts of Culver City to listen to concerns; discussed securing funding to enable changes; responding appropriately to climate change; the importance of making it easier to walk and bike; safety concerns as a driver; and she felt that the changes would result in increased safety for the entire community.

Adrian Killigrew discussed providing e-bikes for people at Wombi; data indicating their customers live near safe infrastructure; lack of customers in Fox Hills; lack of support for Fox Hills; children who need to get to school; refusal to use Overland Avenue for safety reasons; visiting someone in the hospital who died from being hit by a car in an unprotected bike lane; and providing safety to ensure all residents feel safe.

Mary Daval commended staff for their work and expressed appreciation for flexibility to solve issues; discussed creative problem solving; intersection surveys; innovative community outreach; the need for a north/south corridor connector; the feeling that cyclists belong near the curb and away from traffic; low bicycle counts due to safety issues; Class 4 bike lanes on Venice; the standard for funding; and she received clarification that intersection surveys not be taken down.

Marcia Jacobs reported living on Overland at Windsor Fountains; expressed concern with safety issues with the proposed removal of the center lane; and discussed the need to post Stop, Look, and Listen signs at every intersection such as were posted when she was young.

Karim Sahli discussed previous handling of grants by Transportation; appreciation for the excellent outreach by Public Works; the focus on saving lives rather than prioritizing the comfort of a few; choices; support for keeping a bike lane on each side of the street to avoid conflict near the school; the need for debate; he wanted to see detailed designs provided to allow for input into small details; and he expressed strong support for the project.

Thomas Check, Senior Traffic Engineer, indicated that the community would be engaged as the design progresses.

Bob Mohme expressed appreciation for the work being done; provided background on himself; asserted that Class 4 bike lanes were scary to ride in; he indicated that he would rather ride in the street with traffic; and he expressed support for bike lanes and increasing connections.

Jim Shanman applauded staff for their efforts and responsiveness on the ambitious project; discussed riding the bike lanes on Venice; pointed out that there were fewer driveways and cross streets in the proposed project than are on Venice; expressed appreciation for the intent to make bike lanes as protected as possible; discussed the fact that the more protected bike lanes are, the more people will ride them; best use of public space; efforts to fight climate change and increase mobility options; increased ridership to schools; increasing connectivity to schools, Fox Hills, and Mar Vista; and he was looking forward to future presentations to see the final iteration for the project.

Discussion ensued between staff and Committee Members regarding appreciation for the collaboration between Public Works and Transportation; options for the center lane; turns; providing a safety zone; information on turning counts; parking issues; Alternative A designed to address parking demands; provisions for overflow parking in Alternative B that retains the center lane; current decreased utilization of overnight parking on the west side of Overland between the Creek and Braddock, possibly due to difficulty crossing the

street; the proposal to add a signalized crossing; appreciation for the public comment; appreciation for the spirit of the project; explanation of benefits; the basic presentation to the City Council in order to submit a grant; speed of traffic on Overland; the ability to decrease traffic speed and increase safety with the installation of infrastructure; benefits to Class 4 bike lanes; the example of Venice Boulevard; the two-way cycle track; compromises to increase safety for everyone; the presentation at the High School; acknowledgement of concerns for the middle lane; support for option B; funding; the importance of the connectivity the project would provide; the fact that paint does not protect bicyclists; retaining parking and the traffic lane; better funding opportunities with Class 4 bike lanes; the bridge; delineators vs. concrete; and riding on the sidewalk for safety reasons.

Michelle Perkins, Windsor Fountains resident, questioned whether a pedestrian signal would be installed, even if nothing else was approved or changed; discussed the number of people who have been hit; and the importance of addressing dangers related to crossing Overland.

Additional discussion ensued between staff and Committee Members regarding the grant process; stripping away of provisions as creating an unattractive grant application; the Class 2 bike lanes called for in the BPAP; ensuring that the current application is not the same as the previous one that was not accepted; feedback that the previous application was denied due to the Class 2 bike lanes; City Council purview; improvements made on a corridor basis as part of a grant program; acknowledgement of the need for a pedestrian signal; ways to enhance access; ensuring success of the grant application with an aggressive plan; finetuning design details; scoring for the Active Transportation Program (ATP); the request for authorization to apply for the grant; ensuring the project is shovel-ready; the opportunity to make improvements; other improvements proposed; the fact that the project is not specifically a bike project but rather is for everyone that uses Overland; acknowledgement of concerns related to circulation and parking; the proposed changes at the bus stop; commitment to certain underlying elements; items open for discussion; changes that can be made without jeopardizing grant funding; regional connectivity; reasoning for choosing Class 4 bike lanes; the speed survey on Overland between Jefferson and Culver; recommendations of the BPAP; dangers to cyclists with increased auto speeds; roads

recommended for Class 2 vs. for Class 4; parking spaces lost due to the crosswalk; the inability to have back and forth conversation between meeting attendees and the Committee; and encouragement for people to email additional comments to staff.

Member Bragard exited the meeting.

Further discussion ensued between staff and Committee Members regarding ensuring support for retaining the center median; concern with encouraging violations; support for the two way cycle track; the current narrow bike lane on Overland; data indicating the need for a protected bike lane to enable mode shift; a similar proposal for Green Valley Circle; changing driver habits; the education and awareness campaign as part of the grant; community outreach if the grant is awarded; phasing; messaging; highlighting improvement areas; different sections of the project; recommending the best option vs. recommending the project overall; a suggestion to cite elements of the project that BPAC supports; incorporating language into the report; general support of the project vs. of specific elements of the project; the ability of Committee Members to send messages or attend the meeting and make comment as an individual; concern with recommendations getting lost in the large report; clarification that if the grant application is not approved, nothing happens; concern that if there is too much controversy, the City Council may not move forward with the grant at all; taking out elements of the application that render it not viable; the recommendation to allow application for other eligible grant programs that arise; City Council approval of the grant and basic concept of the project as including a significant local match; and the significant request from the General Fund over several years.

MOVED BY MEMBER WEINER AND SECONDED BY VICE CHAIR GALANTY THAT THE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE RECOMMEND THAT THE CITY COUNCIL APPROVE THE GRANT APPLICATION AND OTHER GRANT APPLICATIONS AS WELL AS THE GRANT MATCH.

THE MOTION CARRIED BY THE FOLLOWING VOTE:

AYES: FALTER, GALANTY, MONTGOMERY, MORGAN, SADD,
TWICHELL, WEINER
NOES: NONE
ABSENT: BRAGARD, MARON

Karim Sahli received clarification that the City Council would be authorizing application to grants applicable to the project.

Alicia Ide, Management Analyst, reported that the City Council would also be voting on May 28, 2024 on a grant to extend the Ballona Bike Path and she indicated that more information was available on the Culver City website noting the ability for Committee Members to speak as individuals to express support.

Chair Morgan reported efforts to speak about the project with the General Manager at Windsor Fountains, and he provided his email for those interested in additional engagement: travis.morgan@culvercity.org.

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Item A-4

Discuss the Concept of Making All or Some Culver City Intersections "No Right on Red"

Discussion ensued between staff and Committee Members regarding clarification that Culver City is not going to make all or most intersections in the City no right turn on red; openness of staff to examine specific intersections; previous changes to intersections; and implementation on a case by case basis.

Chair Morgan invited public comment.

The following members of the public addressed the Committee:

David Coles reported that his request for no right turn on red by Ballona Elementary School had been implemented by staff; discussed codifying the change throughout Culver City as a goal; pedestrian safety data; other places that have a prohibition on right turn on red; acknowledgement of finite resources; setting long-term goals; and Vision Zero.

John Schneider was called to speak but did not respond.

Adrian Killigrew discussed the Beloit Gate; crossing from Culver and Sepulveda to Lucerne; size of cars; small children; cars turning right that stop in the middle of the crosswalk; looking at other things when adding infrastructure; increased

numbers of pedestrians; conflict zones; Culver City as a leader in many ways; setting the tone; he proposed additional investigation and discussion; and he noted dangers on Sepulveda Boulevard.

Mary Daval expressed support for the item; discussed Vision Zero; continued increases to traffic violence; utilization of all available tools; appreciation for consideration of specific intersections; and support for additional discussion of the matter.

Karim Sahli wanted to see a blanket no right turn on red for the entire City; proposed establishing a policy for people to apply for an exception; discussed points of conflict; and ensuring the safety of everyone.

Discussion ensued between staff and Committee Members regarding factors that make it difficult for Culver City to institute a city-wide ban on right on red; lack of a compelling reason unless there are certain circumstances; geometry; operations; cost; the need to pass an ordinance; inviting non-compliance; creating a false sense of security; dynamic no right turn on red restrictions; pedestrian call; leading pedestrian intervals; reach codes; looking for opportunities to increase pedestrian safety; Vision Zero; the pedestrian fatality in July 2022; tenures; low numbers; the local safety plan; crash data; using big data to identify areas with higher speeds; proactive investigation of issues; number of signalized intersections in Culver City; conflict with cars; making eye contact with the driver even when there is a green to cross; high speed streets as the most risky; the focus on fitting into traffic rather than looking for pedestrians; eliminating one conflict out of 36 in the intersection; that fact that every left turn is not permissive; difficulties with protecting every intersection from all conflicts; the spectrum of what has been done; increased enforcement; people who roll through stop signs; engaging in an awareness campaign; state grants for targeted enforcement; including information in the Neighborhood Traffic Management guidelines; and support for providing options to the community in information distributed.

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Item A-5

(1) Appoint Delegates to City 2028 Olympics Planning Committee; (2) Discuss Mobility-Related Planning for the 2028 Olympics; and (3) Make Recommendations to Delegates to City Meeting

Alicia Ide, Management Analyst, indicated that delegates had been informally chosen.

MOVED BY MEMBER SADD AND SECONDED BY MEMBER TWICHELL THAT THE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE: MOVE TO APPOINT MEMBERS JACK GALANTY AND JOEL FALTER TO REPRESENT BPAC AT CITY 2028 OLYMPIC PLANNING MEETINGS.

THE MOTION CARRIED BY THE FOLLOWING VOTE:

AYES: FALTER, GALANTY, MONTGOMERY, MORGAN, SADD,
TWICHELL, WEINER
NOES: NONE
ABSENT: BRAGARD, MARON

Discussion ensued between staff and Committee Members regarding willingness to serve; the ability of anyone to attend the public meetings; offering the Olympic community the opportunity for adaptive options including adaptive cycling; the Special Olympics; the Overland Project; intentional design for permanent facilities; corridors connecting to LAX, UCLA, the beach, and Los Angeles; Transportation; connectivity; MOVE Culver City; branding the transit hub in Fox Hills; Complete Street Design Guidelines; getting ideas included in proposed Olympics projects; the experience of Salt Lake City; and the ability to provide ideas to delegates.

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Item A-6

Discuss and Approve a Committee Meeting Schedule for FY 2025

Alicia Ide, Management Analyst, discussed the proposed schedule based on prior year meeting schedule.

Discussion ensued between staff and Committee Members regarding holidays; special meetings; items that come up when there is not a meeting scheduled; the budget; changes to the schedule to line up with City Council meetings; and meeting in July so new Committee Members do not have to wait.

MOVED BY MEMBER TWICHELL AND SECONDED BY VICE CHAIR GALANTY THAT THE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE AGREE TO THE FOLLOWING MEETING DATES:

THURSDAY, JULY 18, 2024 AT 6:00 P.M.
THURSDAY, SEPTEMBER 19, 2024 AT 6:00 P.M.
THURSDAY, NOVEMBER 21, 2024 AT 6:00 P.M.
THURSDAY, JANUARY 16, 2025 AT 6:00 P.M.
THURSDAY, MARCH 20, 2025 AT 6:00 P.M. AND,
THURSDAY, MAY 15, 2025 AT 6:00 P.M.

THE MOTION CARRIED BY THE FOLLOWING VOTE:

AYES: FALTER, GALANTY, MONTGOMERY, MORGAN, SADD,
TWICHELL, WEINER
NOES: NONE
ABSENT: BRAGARD, MARON

Additional discussion ensued between staff and Committee Members regarding availability of the calendar on the webpage.

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Public Comment for Items NOT On the Agenda (Continued)

Chair Morgan invited public comment.

Alicia Ide, Management Analyst, reported that Dorian Davies and Jim Shanman had requested to speak but were not online.

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Member Requests to Agendize Future Items and Report to City Council

Member Sadd received unanimous Committee consensus of those present to agendize a discussion of the Robertson Bus Bays.

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Committee Requests to Speak at Upcoming City Council Meetings

Discussion ensued between staff and Committee Members regarding a suggestion to speak about the recommendation to open Overland; the ability to email Council Members; Member

Sadd agreed to speak at the May 28, 2024 City Council meeting in support of the Better Overland project and received consensus; the importance of the safety program; and raising awareness about the ability to request a no right on red for a specific intersection.

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Items from Bicycle and Pedestrian Advisory Committee Members/Staff (Continued)

Andrew Maximous, Public Works Mobility & Traffic Engineering Division Manager, discussed staffing; provided updates on various projects; discussed installation of a crosswalk at the east side of the Jefferson and Duquesne intersection; installation of bike lanes and a bike signal at Centinela and Sepulveda; signage; the unsignalized safety improvement project; he provided an update on grants and funding; discussed the proposed budget; the Culver Bike Project; and the traffic signal modification at Sawtelle and the 405.

Discussion ensued between staff and Committee Members regarding the ability of Committee Members to express support for increased staffing; a suggestion for a one way street; the Culver Gap; and south Robertson.

Alicia Ide, Management Analyst, discussed upcoming meetings of interest; items to be considered; the deadline for recruitments for Commissions, Boards and Committees (CBCs); recruitments; encouragement for reapplying members to attend the meet and greet on June 3, 2024; appointments at the June 10 City Council meeting; adoption of the City Council budget; ethics training on June 27, 2024; departmental presentations to the City Council; and the process to make public comment.

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Adjournment

There being no further business, at 9:16 P.M., the Bicycle and Pedestrian Advisory Committee adjourned to July 18, 2024.

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

APPROVED

Travis Morgan
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

Date