

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

March 19, 2026
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 6:06 P.M. in the Patacchia Meeting Room at City Hall.

Members Present: Joel Falter, Chair
Jack Galanty, Vice Chair
Carolyn Libuser, Member
Travis Morgan, Member
Ben Parnas, Member

Absent: Greg Maron, Member

Staff Present: Andrew Maximous, Mobility and Traffic Engineering
Manager
Thomas Check, Senior Traffic Engineer
Alicia Ide, Public Works Senior Management Analyst
Omer Sohail, Transportation Management Analyst

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Pledge of Allegiance

Member Morgan led the Pledge of Allegiance.

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Community Announcements by Members

Member Morgan discussed the National Park Service's Los Angeles Coastal Area Special Resource Study with one inland area encompassing Ballona Creek and the Baldwin Hills Overlook; potential outcomes ranging from a partnership model, in which the National Park Service would contribute significant resources while local control is maintained, to full national park designation; and he encouraged anyone interested to submit comments in support of the study prior to the April 6th comment deadline.

Chair Falter added that public comments could be submitted through nps.gov; indicated that the study also encompassed the Baldwin Hills and surrounding Los Angeles recreation areas; and noted that any designation resulting from the study would place the covered coastal areas under National Park Service stewardship rather than county and local control.

Member Parnas discussed temperatures and records set in Southern California and safety tips to observe during the heat wave; a bike share station installation at the E-Line Station; and noted the installation addressed a long-standing gap in bike share accessibility.

Vice Chair Galanty encouraged in person or online participation in the upcoming Metro K Line Northern Extension public meeting on March 26th in downtown Los Angeles, and he noted that public comment could be submitted by email to boardclerk@metro.net.

Member Libuser discussed her regular use of fast and efficient bus service from Westwood and Kinross to Braddock and Sepulveda; the low senior fare of 35 cents; and she stated that the service performs well.

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Updates from Subcommittee Members/Delegates

Member Parnas provided an update on the National Boulevard Subcommittee, comprised of himself and Chair Falter; discussed the focus on identifying potential safety improvements along the National Boulevard segment between Washington and Jefferson Boulevards; the recent Hayden Tract Specific Plan update presented to the City Council that included a concept for widening the sidewalk to over ten feet through property dedications; noted that the sidewalk widening concept is not a formal proposal; and indicated that more information is available on the City website.

Discussion ensued between staff and Committee Members regarding clarification on property dedications and discretionary entitlement processes.

Chair Falter indicated serving as the BPAC delegate to the Sepulveda Connects Corridor Project; reported attending two committee meetings and several public community workshops and design meetings; and confirmed the project is ongoing, with a staff update also anticipated later in the meeting.

Vice Chair Galanty reported serving with Chair Falter as co-chairs of the Olympics Subcommittee and encouraged BPAC Members and the public to attend the next Council meeting as discussion of the Olympics and World Cup is planned.

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Information Items from Staff

Omer Sohail, Transportation Management Analyst, provided information on upcoming Sepulveda Connects project events including a virtual open house for Sunkist Park residents to discuss potential traffic calming concepts; noted that staff would also be presenting at the March 31 Mobility Subcommittee meeting; announced a design workshop scheduled for April 2 at the Veterans Memorial Building in the Garden Room; and reported that flyers were available at the front desk.

Alicia Ide, Senior Management Analyst, discussed the City's budget process this year; gathering community input; she encouraged Members to watch for upcoming opportunities to participate in the fiscal year 2026-27 budget process; discussed items to be considered at the two upcoming Mobility Subcommittee meetings scheduled for March 31 and May 12; and she noted that the agenda for the March 31 meeting would be posted the following week.

Andrew Maximous, Mobility and Traffic Engineering Manager, announced an April 22 Earth Day event on Elenda approved by the City Council and planned in coordination with Walk'n Rollers.

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Public Comment - Items NOT on the Agenda

Chair Falter read a statement regarding meeting decorum; acknowledged the range of views anticipated on agenda items during the evening; and stated that members of the public were expected to be respectful, that back-and-forth exchanges, booing, and cheering of any comments would not be permitted, and that staff retained the authority to terminate the meeting if decorum is not maintained.

Alicia Ide, Senior Management Analyst, reminded members of the public that speakers must sign up to address each agenda item prior to that item being called.

Vice Chair Galanty added that the two-minute time limit would be enforced and that speakers would be asked to conclude upon the expiration of their time.

The following members of the public addressed the Committee:

Marci Baun discussed the importance of considering the impacts of proposed changes to residents living along affected thoroughfares and in adjacent neighborhoods; reconsideration of projects when data does not support the need for proposed changes; concern that the composition of BPAC should reflect a greater variety of perspectives than is currently represented; risk devolving into overreach with restrictions on speech characterized as hate speech; the First Amendment; and noted that determinations of what constitutes hate speech depend on perspective.

Debbie Gambino discussed the proposed development at Lafayette and Braddock; expressed concern with notice provided for the March 30 meeting; asserted that most City Council Members were not stakeholders in Culver City as they are renters; expressed concern about the project's impact on surrounding property values; discussed project location within a residential neighborhood; the proposed subterranean parking structure; and proximity to a nearby elementary school.

Lori Horn noted that while individuals may have the legal right to express themselves in certain ways, that does not always mean such expression is the right choice; discussed her feelings at the January meeting related to a sarcastic remark made by a Committee Member; resident concerns about tree removal; she asked that residents not be treated as obstacles; and she noted that residents care deeply about their homes, property, safety, children, and environment.

Bryan Sanders discussed the historic ficus tree canopy on Elenda identified in the City's Urban Forest Master Plan as one of the most significant contributors to environmental benefits; air pollution reduction; Committee consideration of a concept involving approximately 18 inches of easement encroachment in January; concern with a significant change that progressed to field measurement without a public process; potential impacts of five-foot encroachment as extending to curbs, sidewalks, utilities, parkway infrastructure, and the structural root systems of 80 to nearly 90 year old ficus trees; comments from the City Arborist present during the site visit indicating that cutting into the roots would place the trees at serious risk of decline or loss; health and well-being of the community; and he urged that major changes to the corridor follow a clear sequence of public

disclosure, community engagement, and environmental evaluation before reaching field implementation.

Mary Daval indicated that her planned comments regarding the Transportation Department were no longer necessary following staff's earlier presentation and that she would submit them in writing, and she expressed appreciation for significant efforts of staff devoted to managing projects in addition to their regular day-to-day responsibilities.

David Coles expressed concern as the parent of children who bike daily to La Ballona Elementary School along the bikeway that a tree trimming crew working along the Elenda had knocked numerous flex posts leaving approximately one-third of the bikeway's protective bollards absent; expressed support for taking the opportunity to replace the plastic flex posts with a more durable alternative; and he reported that bike lanes in the West Washington area of Culver City are significantly faded and in need of remarking or green paint treatment.

David Metzler reported that a separate construction crew at Elenda and Washington had knocked down flex posts and armadillo delineators along the bikeway; expressed appreciation to staff for their prompt response in coordinating with the crew to install temporary cones, restoring a measure of safety; submitted photographs documenting the conditions for the record; discussed the absence of protective infrastructure rendering the bike lane indistinguishable from a travel lane and creating risk for cyclists; discussed concern with decorum at a recent Tri-School meeting; and he requested that the BPAC establish a clear process for public input and staff responses at future meetings to ensure that all attendees, regardless of demeanor, have a fair and equitable opportunity to be heard.

Jim Shanman discussed the Elenda Earth Day event scheduled for April 22; noted that organizers are seeking student participation to activate the space in creative ways; indicated that outreach would be conducted at the Culver City Middle School (CCMS), Culver City High School (CCHS), and Farragut Elementary prior to spring break; he announced International Walk and Bike to School Day on May 7 with planned activations at multiple schools; acknowledged the volunteers supporting the Tuesday morning Bike Bus; and he encouraged community members to join in.

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Receipt and Filing of Correspondence

Chair Falter discussed correspondence received.

MOVED BY VICE CHAIR GALANTY, SECONDED BY MEMBER LIBUSER AND UNANIMOUSLY CARRIED (ABSENT MEMBER MARON) THAT THE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE RECEIVE AND FILE CORRESPONDENCE.

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Consent Calendar Items

Item C-1

Approval of Minutes of the Bicycle and Pedestrian Advisory Committee Regular Meeting on January 15, 2026

Alicia Ide, Senior Management Analyst, indicated that Debbie Gambino had signed up to provide public comment.

Debbie Gambino indicated that she did not wish to speak on the item.

MOVED BY VICE CHAIR GALANTY, SECONDED BY MEMBER LIBUSER AND UNANIMOUSLY CARRIED (ABSENT MEMBER MARON), THAT THE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE APPROVE MINUTES FOR THE REGULAR MEETING OF JANUARY 15, 2026.

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Chair Falter reported a request to move Item A-2 forward to allow additional time to consider Items A-1 and A-3 and he discussed meeting flow and process.

Action Items

Item A-2
(Out of Sequence)

Receive an Update and Discuss the Safer Fox Hills Project

Thomas Check, Senior Traffic Engineer, provided an update on the Safer Fox Hills Project; discussed project background and length; project intent; current conditions and improvements; latest plan submittals; progress of the project; the planned presentation to the Disability Advisory Committee (DAC) for feedback; potential for design change based on feedback; crosswalks and pedestrian improvements; the intention to build out bike lanes in certain areas; reallocation of lane space on Buckingham Parkway; addressing pavement conditions in the neighborhood; the planned road diet for

Bristol Parkway; redevelopment of parcels from office to residential uses; and the construction timeline.

Chair Falter invited public comment.

The following members of the public were called to speak:

Debbie Gambino observed that community feedback appeared to indicate general satisfaction with the project and she questioned whether the City had sufficient budget to fund the project without incurring additional fiscal strain.

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

Judi Sherman, Fox Hills Neighborhood Association, expressed appreciation for the persistence and follow-through of Thomas Check; noted that the project incorporated community input including efforts to discourage cut-through traffic; discussed concern that the project's traffic calming benefits could be significantly offset by approximately 3,000 planned housing units on the south side of Slauson in addition to the existing concentration of high-density development in Fox Hills; expressed frustration with City planning decisions, noting that Fox Hills bears 80 percent of the City's highest-density housing at 100 units per acre; and noted that community concerns regarding the Housing Element had gone unaddressed for approximately three years.

Marta Valdez expressed concern that participants were presented with design alternatives without being informed that they had the option to oppose the project altogether; questioned what traffic or safety study provided the basis for the protected bike lane proposal; discussed concern that community members at engagement meetings were not clearly informed that the protected bike lanes would be constructed using raised cement rather than paint; and she urged staff to ensure greater transparency in future engagement processes and to make clear to the public that opposition to a project is a legitimate option.

Jim Shanman expressed support for the project and appreciation to staff for bringing it to fruition; proposed that bike lane protection types be made as consistent as possible throughout the corridor, noting current inconsistency on Sawtelle between the two sides; asked that additional physical delineators such as armadillos be considered to reinforce painted curb extensions rather than relying on paint alone; suggested that the gap on Hannum between Slauson and Playa Vista be incorporated into both the Safer Fox Hills and Overland conversations in order to build connectivity

to schools, parks, and Ballona Creek; and he urged that bridging the short but significant missing link be added to the active planning discussions.

Karim Sahli provided context on the origins of the project, noting that a community member was killed by a truck in the neighborhood; discussed repeated requests to the City Council for safety improvements; expressed support for the project as providing safety benefits to all road users including drivers, pedestrians, and cyclists; offered perspective on project cost, noting that the expense is modest relative to the City's overall budget; expressed concern about creating hazardous conditions; discussed intersection design at each end of the proposed bike lanes that would likely discourage use and undermine the project's goals; referenced a professional resource cautioning engineers against compromising safety at intersections; and expressed conditional support for the project as currently proposed while urging staff to improve the intersection design.

Discussion ensued between staff and Committee Members regarding context for the Safer Fox Hills project; length of advocacy for the project; the single BPAC Member from Fox Hills in the Committee's history; pedestrians killed and injured while legally crossing in the crosswalk; current conditions; gratitude that the project held in the Capital Improvement Program (CIP) is now moving forward; installation of community-requested raised crosswalks that act as large speed bumps; the inability to install a raised crosswalk at Doverwood; advance warning beacons included in the design to address the curve and high vehicle speeds approaching the intersection; the protected bike network on Centinela Avenue; appreciation for initiating the protected bike network on Centinela as the critical connection to Ballona Creek; a suggestion to add flex posts along the red curb sections on the sloped portion of Green Valley Circle; and long stretches of red curb occupied by parked and stopped vehicles that eliminate sightlines for drivers exiting driveways and has resulted in at least one serious accident.

Additional discussion ensued between staff and Committee Members regarding speed limits; clarification that speed limit changes are not within the project scope but could be revisited following construction; state law; required speed surveys; significant increases to injury and death risk with each additional mile per hour; the importance of treating speed reductions as meaningful safety interventions; sidewalk improvements; the phased approach with the current work serving as the first layer of linear improvements, followed incrementally by developer-conditioned improvements required under the Safer Fox Hills conceptual plans

and Complete Streets design standards; current sidewalk widths; and sidewalk widening included in the full vision for the neighborhood that would meaningfully reduce the conflicts experienced by residents navigating the narrow space.

Further discussion ensued between staff and Committee Members regarding ADA (Americans with Disabilities Act) accessibility treatments; the disability representative on BPAC; cost of using an extended curb treatment in ADA zones to provide a flat transition from the parking and drop-off area across the planting strip to the sidewalk; presentation of the project to the DAC in April; project funding; the timeline for Council approval; clarification that there would be no expenditure of General Funds; addressing remaining needs through the Mobility Improvement Fund supported by developer contributions; presentation of project plans, specifications, and estimates to the City Council for authorization to advertise for construction bids as a Consent Calendar item; addressing the overall desire to calm traffic through neighborhoods with curb extensions; community input on the curb extensions to address locations with large curb radii that encourage higher-speed right turns and reduced yielding compliance for pedestrians; and clarification that all extensions are designed to accommodate emergency vehicles and buses.

Discussion ensued between staff and Committee Members regarding maintenance of the new bike lanes; current practices; investigation of a dedicated mini street sweeper for bike lanes; the importance of debris removal given the dense tree canopy along the project corridors; appreciation for the work of staff in advancing the project over its long development timeline; the project as a strong model of staff and community collaboration that could be replicated across other neighborhoods; appreciation for the Committee's substantive engagement with the project; pedestrian safety and potential installation of a scramble crosswalk at Buckingham and Green Valley Circle; and use of Leading Pedestrian Intervals (LPIs).

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Item A-1

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

Andrew Maximous, Mobility and Traffic Engineering Manager, presented an update on the Tri-School Study; discussed project timeline; community engagement and surveys; primary data

collection and analysis; neighborhood conditions; school schedules; vehicle speed and volume; pedestrian and bicycle data; the current phase involving presentation of findings; tools to address concerns; and the QR code for the online survey.

Marta Valdez indicated that the QR Code was not working.

Andrew Maximous, Mobility and Traffic Engineering Manager, indicated that the survey was live on the project website; noted that a newer QR Code could be in use; summarized key findings; and discussed upcoming meetings and next steps.

Alicia Ide, Senior Management Analyst, clarified that the next Mobility Subcommittee meeting was scheduled for March 31.

Chair Falter invited public comment.

The following members of the public addressed the Committee:

Marci Baun indicated being a member of the Parks, Recreation and Community Services (PRCS) Commission but providing comments on her own behalf; discussed significant improvement in safety brought by the crossing guards near the schools; concern with high-speed e-bike use on sidewalks noting a near-miss while walking; strong support for preserving the Elenda Street tree canopy; concern that cutting into tree roots could cause tree failure and loss; questioned the reported 350 daily bicycle count while acknowledging that some cyclists park at Veterans Park and ride Elenda to connect to the Bike Path; and reported observing vehicles attempting to reach high speeds on Franklin Street between Cruz, Coombs, and Elenda during data collection periods.

Debbie Gambino questioned the rationale for modifying Elenda; discussed study data indicating most bicycle traffic originates from the Creek direction; effective crossing guards; questioned why permanent changes should be discussed if residents directly on the affected street do not consider them necessary; and asked what responsibility the schools had for opening and utilizing alternative access points to distribute traffic.

Lori Horn expressed agreement with the preceding speaker; supported a data-driven approach to infrastructure decisions; reported that the schools were planning to increase permit enrollment, which would bring additional vehicle traffic; and she indicated that while drop-off zones and walking from parked cars are sensible approaches, congestion is limited to twice per day and the street otherwise functions well as a quiet cycling corridor the remainder of the time.

Bryan Sanders indicated living on Elenda Street since 2000; discussed the quiet residential neighborhood with low traffic, low speeds, and few cyclists, consistent with the findings of the study that did not demonstrate a problem that permanent infrastructure would solve; discussed environmental impact of changes to the Elenda Street tree canopy; school traffic that spikes approximately 15 minutes during pickup and drop-off; seeking operational changes from the Culver City Unified School District (CCUSD) since 2000; changes made that increased traffic volume on Elenda; and he questioned the rationale for permanently redesigning a street to address a condition that exists for a short period of time on approximately 180 school days per year.

Joy Rodriguez discussed minimal bicycle and pedestrian activity on the street outside of school hours; concern that a bike lane designation would reduce parking available for parents picking up students early and for the many functions held at the school auditorium; indicated that affected community members would be required to find parking further down the street; questioned the feasibility of the reported 40 miles per hour speed data on Braddock given the presence of stop signs at each corner and speed bumps; expressed skepticism about the reported 350 daily bicycle count on Culver Boulevard as inconsistent with personal observation; and suggested that the school should open additional access gates rather than removing street parking to accommodate a small number of cyclists.

Mary Daval expressed disappointment that the community meeting toolbox did not include a bike lane as an option noting that participants were required to write it in on the online survey; argued that streets are public space belonging to the entire community and not to adjacent property owners; noted that all CCUSD students would eventually attend the Tri-School complex; acknowledged the importance of trees; and stated that trees have a natural lifespan and are replaceable while children are not.

David Coles, speaking as a parent of young children and involved in alternative transportation efforts at La Ballona Elementary School; discussed walk-to-school events, bus promotions, and carpooling; expressed support for developing lifelong alternative transportation habits among students; appreciation for the trees; and he was eager to review all options as the community works toward a consensus.

Marta Valdez cited Culver City Police Department (CCPD) collision data presented at a previous Mobility Subcommittee meeting showing only five bicycle-pedestrian accidents across all of Culver City

in 2025; expressed concern that the crash map displayed during the presentation could appear misleading to viewers unfamiliar with the underlying data; and she raised concern that parking removal on Sepulveda and Overland as part of related projects would generate cut-through traffic through the Elenda and Lindbergh Park neighborhoods, noting the impact had not been addressed.

Ronald Jones was present but indicated wanting to hold comments until the next item.

Jeff Polman pulled his comment.

Jim Shanman, Safe Routes to School Coordinator, expressed appreciation for the thoroughness of the study and the City's commitment to gathering feedback before committing to final designs; did not see the harm of paint on the streets if bike lanes could fit without taking away parking or interfering with traffic flow; discussed building connectivity; the bike/bus program bringing 15 to 20 students per week as demonstrating the potential for increased cycling when connectivity is provided; teaching good habits; the importance of slowing down cars in the corridor; Safe Routes to School infrastructure; and he urged all parties to maintain an open mind and to focus on improvements that enhance safety for all road users at all hours.

Karim Sahli was called to speak but was not present in person or online.

Michelle Weiner discussed prior service as BPAC Chair; origination of the study from requests by Elenda neighborhood residents; underestimating the potential for cyclist usage, particularly given the connectivity between the Creek entrance and the Culver cycle track; questioned whether the Class 3 BPAP (Bicycle and Pedestrian Action Plan) designation for Elenda reflected conditions from a time when additional campus gates were open, which would have reduced observed bicycle use on the street; expressed concern about inconsistent crossing guard presence at the Elenda crossing; and she indicated that reliable infrastructure should not depend on crossing guard coverage.

David Metzler reported his preference for making his multiple daily trips on Elenda by bicycle rather than by car; discussed a dangerous pinch point where Elenda at Culver southbound narrows; width of Elenda Street from sidewalk to sidewalk; sufficient right-of-way to accommodate protected bike lanes alongside the existing tree canopy; noted that he had not heard any staff member or community member request tree removal; shared a personal example in which ficus root and sidewalk repairs in front of his home

preserved both pedestrian safety and the health of the tree; and he urged the Committee to simultaneously pursue both safety improvements and preservation of the tree canopy.

Discussion ensued between staff and Committee Members regarding pedestrian count data and methodology; consistency of daily pedestrian crossings at Farragut and Elenda with published data and personal observation; the daily average derived from two days of counts; full count data in Excel format available for download; CCUSD interest in having a City employee or uniformed officer rather than a CCUSD-employed crossing guard at Elenda and Farragut; City staff review of crossing guard locations conducted a few years ago resulting in additional guards being deployed; and clarification that no proposals are under consideration for further changes at the intersection.

Additional discussion ensued between staff and Committee Members regarding the primary purpose of the study to get students to school safely; students biking from nearby neighborhoods who often arrive via surrounding streets and turn onto Elenda where queued vehicles reduce cyclist visibility; support for extending the existing cycle track from the northern section of Elenda to better connect to CCHS as an option that would not require removing parking on both sides of the street; support for an infrastructure improvement to address the pinch point at Elenda and Culver southbound using a chicane or similar treatment to slow vehicle traffic without impeding cyclist entry; an observation that not all students or cyclists ride at high speeds and that improvements should account for slower riders and mobility-impaired users; and benefits of street improvements for mobility to all who use the major thoroughfare and connection to the Creek.

Further discussion ensued between staff and Committee Members regarding historical context of school transportation modes; research on how students traveled to school in the neighborhood prior to the current era; national data showing a significant shift from approximately 60 percent of students walking or biking in the 1960s to a majority being driven today; relevance of the shift to understanding current traffic conditions and to evaluating the long-term goals of the study; infrastructure durability; worn crosswalk markings at Elenda and Braddock, repainted approximately 18 months ago due to vehicle traffic associated with school drop-off; wear on road surfaces as vehicle weight increases; and incorporating materials and designs that will withstand current traffic volumes over time rather than relying on paint alone.

Discussion ensued between staff and Committee Members regarding peak hour traffic volume and potential cut-through traffic; per-

hour vehicle volume occurring during the afternoon commute rather than during school pickup and drop-off; elevated volumes relative to neighboring streets; proximity of the 405 Freeway on-ramp at the western end of Braddock as a likely contributing factor; toolbox options for traffic restriction; including options such as signage, signal timing adjustments, or route obstructions to limit vehicle entry into the neighborhood during peak periods to reduce cut-through traffic; inclusion of restrictions and enforcement options such as temporary diverters, time-based turn restrictions, and partial street closures not intended to be in effect all day; and staff assurance that no proposals have been finalized and that the purpose of the current engagement phase is to gather feedback on community appetite for various approaches.

Additional discussion ensued between staff and Committee Members regarding the number of people that walk or bike through the study area daily; estimated reduction of carbon dioxide emissions annually realized with people making the choice to walk or bike; appreciation to speakers for the respectful tone of public comment; the emotional connection residents feel to their homes and immediate environment; impact of potential changes; design of the Tri-School complex to be accessed from the surrounding streets; adoption of the policy of enrolling students from outside the neighborhood after the school and street network were established; and appreciation for taking the time to listen to each other even if reaching different conclusions.

Further discussion ensued between staff and Council Members regarding parkway encroachment; consultation with the City Arborist; infeasibility of using any paved surface material on either side of the parkway as that would cause the ficus trees to die, given the nature and extent of their root systems; purpose and origins of the study; identification of safety enhancements for pedestrians and cyclists; the general assessment that significant safety challenges exist even in the absence of a high recorded crash rate; preference for a proactive approach rather than waiting for collisions; and initiation of the study primarily in response to neighborhood residents requesting that any planning process be data-driven.

Discussion ensued between staff and Committee Members regarding data collection methodology and timing; standard industry practice; high speeds on the street that tend to occur during off-peak, lower-volume periods; the neighbor struck and killed on the 4th of July when traffic was minimal; limitations of the 85th percentile speed benchmark as a safety design standard; the top 15 percent of speed outliers who pose the greatest risk to pedestrians and cyclists; outlier speeds that tend to occur during overnight

hours; the need to design streets to protect road users from outlier behavior rather than optimized for average conditions; the principle of edge case design, under which designing infrastructure for the most vulnerable users produces better outcomes for all users, as exemplified by curb cuts that benefit people with disabilities, stroller users, and cyclists alike; positive feedback received on the recently installed raised crosswalk near Veterans Memorial; raised crosswalks welcomed by the Fox Hills community; direct observations in the study area beyond data analysis with multiple site visits over the course of the four-year involvement with the study; observed conditions and behaviors that raise safety concerns; idling vehicles during pickup and drop-off; and integration of idling vehicle enforcement into the enforcement toolkit.

Additional discussion ensued between staff and Committee Members regarding protected bike infrastructure and mode shift; the well-documented finding that only protected bike lanes encourage people who do not currently ride bikes to begin doing so; data showing more than 125 cyclists entering the school campus from the protected Creek path compared to approximately 20 on Elenda under current unprotected conditions; insufficient origin-destination data to fully characterize cyclist routing decisions under current conditions; observation of parent driving behavior along Braddock during drop-off and pickup periods; Braddock as an access route to the 405 Freeway, contributing to elevated through-traffic volumes; support for routine enforcement of speeding and unsafe drop-off behavior as an important component of the toolkit; a suggestion to invite CCUSD to present to the BPAC and formally engage as a partner in the process, including exploring whether alternative access points and modified drop-off procedures could help distribute traffic across other streets; a request for clarification of an apparent discrepancy between the ten-year crash data presented in the study vs. CCPD data presented at a prior Mobility Subcommittee meeting; and anticipation for the forthcoming recommendations and the continued engagement process.

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Item A-3

Receive an Update and Discuss the Better Overland Project

Thomas Check, Senior Traffic Engineer provided a presentation on the Better Overland Project; discussed background of the project; proposed improvements; project goals; the Better Overland Project as the first project in the West Los Angeles region to provide continuous north-south active transportation connectivity, with

direct access to the Ballona Creek Bike Path at the Ballona Creek Bridge; regulatory compliance; City Council approval of the conceptual plans and adoption of a resolution finding the project categorically and statutorily exempt from CEQA (California Environmental Quality Act); implementation; project phases; the construction timeline; funding from non-General Fund sources; tree replacement policy; FAQ (Frequently Asked Questions) content to be published to the project website; lane configuration modifications at select intersections; adjustments to traffic signal timing; maintaining safe and efficient intersection operations; community outreach conducted since 2024; and information available at culvercity.gov/betteroverland.

Vice Chair Galanty invited public comment before Committee questions and confirmed the two-minute time limit for speakers.

The following members of the public addressed the Committee:

Brian Maisch was called to speak but was not present in person or online.

Marci Baun questioned the rationalization for the project, noting that a 2024 study reportedly found approximately 52 daily cyclists on Overland; noted comments from the consultant indicating no justification for protected bike lanes; stated that as a cyclist she successfully uses unprotected bike lanes on Venice Boulevard and finds existing conditions adequate; discussed unused protected bike lanes on major corridors due to their intersections being more dangerous than unprotected lanes; increased pollution with slowing vehicle turning movements and increased idling; preference for riding quieter side streets over main arterials; concern that parking removal between Braddock and Jefferson would eliminate access for residents of adjacent apartment buildings; she indicated that protected bike lanes reduce ADA and curbside access along the corridor; and noted that locking up bikes in front of the Senior Center blocks access.

Debbie Gambino was called to speak but was not present in person or online.

Monica Richardson questioned the total number of parking spaces proposed for removal along the corridor; discussed a school for severely disabled children on Overland Avenue whose parents had addressed the Committee at a prior meeting about their need for curbside vehicle access; concerns with ADA compliance; the need for a study before three dedicated right-turn lanes at Washington Boulevard and Culver Boulevard that were required by a prior traffic study as conditions of approval for a five-story

development can be removed; she expressed support for limiting the project to painting the existing bike lane and installing the library crosswalk; and she warned that proposed changes would result in litigation.

Michelle Perkins was called to speak but was unable to unmute online.

Bryan Sanders questioned why active transportation improvements were implemented as individual corridor projects rather than through a comprehensive citywide assessment of all locations requiring attention; referenced a public resource at culvercitystreets.com documenting existing infrastructure maintenance needs throughout Culver City; argued that addressing deferred maintenance should take priority over introducing new infrastructure; and he questioned the rationale for new construction while Culver City's existing assets remain in need of repair.

Frieda Dilonell experienced technical difficulties connecting to the meeting and was unable to speak.

Joy Rodriguez spoke as a resident and parent; cited the BPAP showing approximately 78 percent of Culver City residents commute by driving while only three percent commute by bicycle; argued that street parking is not optional for many families living in apartment buildings along the corridor who lack garages; discussed dependence on parking for daily needs including grocery trips, school runs, and returning home with children; concern that parking removal would increase vehicle circulation on residential side streets, generating additional congestion and pollution; safety concerns for women and families who would need to park farther from their homes and walk longer distances at night; noted the presence of homeless encampments along the Overland corridor as a related safety concern; asserted that transportation was not safe; and she argued that transportation planning should serve the full community including families, renters, workers, and small businesses and not only those who bicycle.

Rosalind La Briola described Overland Avenue as a major thoroughfare carrying substantially more vehicle traffic than bicycle traffic; called for the Better Overland, Sepulveda Connects, and Tri-School Mobility projects to be terminated or significantly slowed given fiscal concerns; suggested that if the projects are deemed necessary, a special election or placement on the November ballot should allow all Culver City residents to weigh in rather than limiting the decision to a small group of project proponents; noted that many residents may not be aware that the

proposed bike lanes would be raised concrete rather than paint; and she observed irony in the City's planned Earth Day event on Elenda while simultaneously evaluating improvements to that corridor that could damage its tree canopy.

David Coles was called to speak but did not come forward.

Robert Mohme identified as a hearing impaired primary cyclist, and as a longtime resident; expressed appreciation for the project's intentions while raising safety concerns specific to the protected bike lane design at his location; discussed the many driveways along the corridor creating significant visibility conflicts between cyclists in the protected lane and drivers crossing it; accumulation of debris hazardous to cyclists in protected bike lanes; concern that Culver City does not currently maintain the Ballona Creek Bike Path to an adequate standard; and concern that parking removal would create significant hardship by eliminating the ability of his neighbors who use walkers or are wheelchair-bound to be picked up by vehicles directly in front of their residences.

Marta Valdez discussed the more than 4,000 people that had signed a petition opposing the project; concern that the presentation did not disclose that parking would be removed or which specific lanes or turn movements would be removed and at which intersections; urged staff to be more transparent about project impacts; called for meaningful community engagement with directly affected neighborhoods including Lindbergh Park, whose residents have not been adequately informed about the potential for increased cut-through traffic resulting from related projects on Sepulveda and Overland; discussed fading of existing bike lane markings on Washington Boulevard; structural repair needed on the Ballona Creek Bridge; and she expressed willingness to work collaboratively with staff if the community is genuinely included in the process.

Rodney Jones, identifying as a lifelong Culver City resident, father of eight, and son of a former City Manager, questioned whether a comparable project had been implemented in Culver City and how it is currently performing; asked about project goals and inducing a mode shift; discussed concern about the impact on property owners along the corridor; projected number of users of the proposed bike routes; formal notification of Overland residents and property owners; allowing the opportunity to provide input; parking concerns; significant traffic congestion on downtown Culver City streets; and he suggested directing any available funding toward improving and maintaining existing bike routes rather than constructing new infrastructure.

Dora Rivas was called to speak but was not present in person or online.

Jim Shanman expressed appreciation to Thomas Check for conducting extensive community outreach including a Lunch and Learn with students at CCHS; expressed excitement about the planned sidewalk improvements; discussed addressing the gap along Hannum between Playa and Slauson; noted that the Overland corridor is unique in the City as the only viable north-south active transportation connection with no comparable alternatives between Venice and Playa; expressed support for the project as a meaningful step toward safer connectivity for cyclists traveling to schools and services; and he expressed anticipation for the continuation of the planning process.

Karim Sahli was called to speak but was not present in person or online.

Michelle Weiner thanked staff for quality of the project design, thoughtfulness of the planning process, and extensiveness of the community outreach.

Discussion ensued between staff and Committee Members regarding the ability for the BPAC to respond to public comment and recommend the item be put on the ballot; previous BPAC consideration of the item and feedback provided to the City Council; community outreach and public awareness; surprise at public comments suggesting a lack of transparency; confirmation that the project has had more community outreach than any project the City has previously attempted; appreciation to staff for the extensive community outreach; outreach events that included a full corridor walk and an individual walk with a mobility-limited community member to observe garage and alley access behind homes facing Overland; and a request for a brief summary of the parking studies conducted for the project.

Thomas Check, Senior Traffic Engineer, discussed methodology for parking studies conducted in 2024 and 2025; the block by block survey of parked vehicles at daytime and evening hours; analysis of parking availability on adjacent side streets that revealed sufficient excess parking capacity existing within a one to four minute walk; the second study focused on the Culver Boulevard to Ballona Creek segment conducted in 2025 to inform City Council consideration of design alternatives; and three targeted community outreach events for that corridor in the summer of 2025.

Discussion ensued between staff and Committee Members regarding ADA access accommodations; concern with additional challenges for residents and visitors with mobility limitations who can no longer park directly in front of destinations; accommodations being developed in consultation with affected parties including Grace Lutheran Church and Meals on Wheels; adding blue zones on nearby side streets adjacent to ADA curb ramps; consideration of raising the protected bike lane to sidewalk level at strategic locations subject to budget constraints; further discussion by the DAC to consider possible treatments at locations where lane raising may not be feasible; off-street parking at corridor destinations; and off-street parking for the Julian Dixon Library.

Alicia Ide, Senior Management Analyst, reminded meeting attendees that the time for public comment on the item had passed.

Additional discussion ensued between staff and Committee Members regarding confirmation that every business and residential development along the west side of Overland had some form of off-street parking, including the Adult School and the Library; exploration of budget flexibility between project phases; the Phase 2 grant enabling a full buildout; limited funding with Phase 3; and potential use of surplus from Phase 2 for Phase 3 improvements.

Member Morgan shared a personal experience riding his bicycle from Fox Hills to the Senior Center noting extremely stressful riding conditions; observed that the low bicycle counts on the current unprotected corridor were unsurprising given how dangerous it is; and asserted that protected bike lanes were the only demonstrated method to encourage mode shift.

Further discussion ensued between staff and Committee Members regarding the northern section of Phase 1; coordination with the City of Los Angeles to extend complementary infrastructure on the LA-controlled portion of the corridor, given the gap created by the City boundary; conversations with the City of LA already underway; hope that LA would reciprocate given Culver City's significant investment in the corridor; safety concerns at the shopping center near the northern end of the project; concern about vehicle-pedestrian and vehicle-cyclist conflicts at the shopping center's frequently full parking lot entry and exit; hedges along the property line that reduce sightlines; drivers that often pull fully onto the sidewalk to check for oncoming traffic; and a request that design at that location prioritize daylighting, sight distance, and intersection threshold treatments.

Member Parnas noted requests to delay the project; discussed his reasons for advocating for improved cycling infrastructure; recounted witnessing the aftermath of a fatal crash involving a cyclist struck by a truck in Boston; described subsequent installation of protected bicycle infrastructure along the entire corridor, transforming it from one of the most dangerous to one of the safest cycling routes in Boston; expressed the view that delaying infrastructure improvements is itself a consequential decision; and urged the BPAC not to recommend a delay.

Marta Valdez interjected and was reminded that the time for public comment on the item had passed.

Discussion ensued between staff and Committee Members regarding support for the project; length of time the project has been discussed; appreciation to staff for the extensive community outreach; the fully grant-funded project with no General Fund impact; and the Overland corridor as uniquely positioned to connect a concentration of major community destinations with additional modes of access to serve the broader community.

Additional discussion ensued between staff and Committee Members regarding parking study methodology for adjacent side streets; skepticism about the finding that side streets can absorb displaced Overland parking; streets near the corridor that already have two-hour parking restrictions and are further constrained by street sweeping days; difficulty finding parking in the neighborhood; detailed survey methodology available in materials from prior community outreach events; ongoing parking pattern analysis; development of management recommendations as part of Phase 3 implementation; potential inclusion of adjusted time-limit restrictions, blue zones, yellow loading zones, and short-term parking zones to be presented to the City Council; and experience of a resident who would be directly impacted who found it difficult to accept the conclusion that adjacent street parking would be adequate.

Further discussion ensued between staff and Committee Members regarding reluctance to delay the project or return it to the City Council for reconsideration; the project as an important component of the broader mobility network connecting Fox Hills, the Ballona Creek Bike Path, the Overland corridor, downtown Culver City, and the Tri-School area; creating a system in which residents can safely run errands, access downtown, and connect to regional bikeways; approaching 2028 Olympics as an opportunity to showcase connected infrastructure; change creating inconvenience; the project as an opportunity to keep Culver City moving forward; Committee support for staff to continue to move forward; and the

feeling that broadening access on the Overland corridor would connect an unusually high concentration of major community destinations through multiple modes and serve the broader community and the regional economy.

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Public Comment for Items NOT On the Agenda (Continued)

Chair Falter invited public comment.

The following member of the public addressed the Committee:

Michelle Weiner reported visiting several nearby communities and being struck by the extent and connectivity of bicycle infrastructure there; expressed appreciation for the work of the Committee, staff, and City Council in pursuing similar improvements for Culver City; noted the significant potential for connected bicycle infrastructure within Culver City; and was looking forward to seeing continued progress.

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Committee Requests to Speak at City Council Meetings

Discussion ensued between staff and Committee Members regarding the anticipated City Council schedule for the Better Overland project; Council consideration of awarding the Phase 1 construction contract; ongoing work on Phase 2 design given the scope of improvements; the return of Phase 3 to the City Council for approval before Phase 2 construction; prior BPAC input on all items being considered by the City Council; the ability to provide comment for design-phase items; and a suggestion that future Council agenda items related to projects on which BPAC has previously provided input be clearly identified on the agenda so that Committee Members and the public are aware of upcoming opportunities to engage.

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Items from Staff

Alicia Ide, Senior Management Analyst, requested that Committee Members confirm that upcoming Mobility Subcommittee and BPAC meetings dates are on their calendars noting that invitations had been distributed.

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Items from Members

Member Parnas requested that a future agenda item be added regarding the mobility and pedestrian safety aspects of the Hayden Tract Specific Plan; noted that concepts presented as part of the plan represented the first concrete proposals he had observed for pedestrian safety improvements to the National Boulevard corridor in that segment; and he expressed interest in a BPAC discussion comparing implementation pathways.

Discussion ensued between staff and Committee Members regarding the different budget process this year; the National Boulevard corridor engineering study; the distinction between Specific Plan-triggered improvements and a Capital Improvement Project (CIP) approach; Specific Plan improvements as dependent on development activity and only applicable to sections of the corridor affected by a given project; CIP engineering study enabling more comprehensive City-initiated action; clarification that a CIP study for National Boulevard would necessitate a General Fund request subject to the current budget process; encouragement to Committee Members interested in prioritizing those improvements to participate in upcoming community budget meetings and make their preferences known to City management; concepts presented in the Specific Plan developed in consultation with Complete Streets Design Standards; support for a full Committee presentation on the Hayden Tract Specific Plan focused on mobility, accessibility, and safety; potential impacts of the Plan in the Rancho Higuera neighborhood and along National Boulevard; and support for the presentation addressing the full range of mobility implications.

Committee consensus was achieved to schedule a future presentation on the Hayden Tract Specific Plan focused on mobility and accessibility impacts.

Vice Chair Galanty requested a future discussion item regarding the maintenance and cleanliness of protected bike lanes.

Discussion ensued between staff and Committee Members regarding bike lane maintenance as an operational matter; a suggestion that the most effective course of action is for Committee Members to report specific instances of uncleaned lanes directly to staff by email; implementation of leaf blowing as an interim measure within current operational capacity; and direct staff notification as being more effective than copying City Council Members on maintenance correspondence.


Alicia Ide, Senior Management Analyst, reminded the Committee that Andrew Maximous intended to present an overview of data collection efforts and their significance at a future meeting, and she encouraged Members to attend upcoming Mobility Subcommittee meetings for additional detail on data collection, the Overland corridor, and related subjects.

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Adjournment


There being no further business, at 10:13 P.M., the Bicycle and Pedestrian Advisory Committee adjourned to a meeting to be held on May 21, 2026.

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

APPROVED



Joel Falter
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