

OFFICIAL MINUTES OF THE CULVER CITY
STANDING MOBILITY SUBCOMMITTEE

SPECIAL MEETING OF THE CULVER CITY
STANDING MOBILITY SUBCOMMITTEE
CULVER CITY, CALIFORNIA

April 10, 2025
6:00 p.m.

Call to Order & Roll Call

Council Member Fish called the special meeting of the Standing Mobility Subcommittee to order at 6:03 p.m. in the Dan Patacchia Meeting Room at City Hall and online.

Present: Freddy Puza, Vice Mayor
 Bubba Fish, Council Member

Staff Present: Andrew Maximous, Mobility and Traffic Engineering
 Manager
 Diana Chang, Chief Transportation Officer
 Ryan Hund, Transportation Management Analyst
 Alicia Ide, Management Analyst
 Kate Saunders-Britton, Transportation
 Administrative Secretary

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Pledge of Allegiance

Council Member Fish led the Pledge of Allegiance.

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Community Announcements from Members

Council Member Fish indicated that he would be riding his bicycle to meetings and would report any issues or items of interest he encounters.

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Information Items from Staff

Thomas Check, Senior Traffic Engineer, provided an update on the Better Overland Project; discussed phases; the ATP (Active Transportation Program) grant received last year; the application submitted to the Metro ATP Cycle 2 to continue building the network further south; and the intent to provide access to West LA College.

Discussion ensued between staff and Subcommittee Members regarding the grant for Phase One; likelihood of receipt of the grant for Phase Two; addressing the gap between Culver and Ballona Creek; advantages to doing the project north to south; lack of City Council direction; timing of the grant; interest in reopening the conversation about the second piece of the project; options to explore; agendaizing consideration of Overland from Culver to the Creek; the need for community outreach; exploration of a different segment for a second phase; work being done on the corridor for the Library signal; incorporation of the project into the signal design; budget impacts; support for exploration of the second segment to provide a continuous protected bike facility at the next BPAC meeting; development of a strategy around parking; the center turn lane; mitigating loss of parking; working to better explain the parking study done last year; the area of high parking demand; consequence of only parking on the west side of the street; creation of another presentation of Alternatives A and B with an emphasis on the parking component; the timeline; staff workload; the ability to hold a special meeting; and scheduling.

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Public Comment - Items Not on the Agenda

Council Member Fish invited public comment.

The following members of the public addressed the Subcommittee:

Jacob Schneider, Turning Point School Safety Director, provided background on himself; discussed money set aside for safety measures for pedestrians and cyclists in Culver City; the dangerous Wesley/National intersection; children who ride their bikes in the area; the Safety Officer managing exits to the school; he reiterated their hope that money could be allocated to the intersection; discussed the importance of widening the sidewalks; establishing blue painted areas for bikes to wait at the intersections; and potential removal of medians to improve safety.

Alicia Ide, Management Analyst, indicated that later in the meeting staff would be providing an update on a discussion of the intersection at Wesley and National at the last BPAC (Bicycle and Pedestrian Advisory Committee) meeting.

David Coles indicated that he would save his comments for later.

Michelle Weiner reported sending a letter recently about Sepulveda Boulevard and asked if modifications were possible to the important

intersection where Jefferson merges with Sepulveda by Sawtelle, as the current situation is very dangerous with nowhere for cyclists to go.

Discussion ensued between staff and Committee Members regarding agreement to discuss the area as part of the update for the MOVE Culver City project.

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Receive and File Correspondence

Alicia Ide, Management Analyst, indicated distributing correspondence to Committee Members.

MOVED BY COUNCIL MEMBER FISH, SECONDED BY VICE MAYOR PUZA AND UNANIMOUSLY CARRIED, THAT THE STANDING MOBILITY SUBCOMMITTEE RECEIVE AND FILE CORRESPONDENCE RECEIVED.

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Consent Calendar Items

Item C-1

Approval of Minutes for the Standing Mobility Subcommittee Special Meeting of February 12, 2025

MOVED BY COUNCIL MEMBER FISH, SECONDED BY VICE MAYOR PUZA AND UNANIMOUSLY CARRIED, THAT THE STANDING MOBILITY SUBCOMMITTEE APPROVE MINUTES FOR THE SPECIAL MEETING OF FEBRUARY 12, 2025.

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Action Items

Item A-1

(1) Receive a Report and Discuss Five-Year Citywide Collision Statistics

Alicia Ide, Management Analyst, provided background on the item.

Chris Caraballo, Culver City Police Department (CCPD) Lieutenant, provided a presentation on five-year Citywide collision statistics involving vehicles and pedestrians and vehicles and bicycles from 2020-2025 noting the goal of working together to increase safety for all.

Discussion ensued between staff and Subcommittee Members regarding next steps once an area has been identified; officer deployment to identified areas; high visibility traffic enforcement or education operations; April as Distracted Driving Month; motorists who do not respect pedestrian right of way; social media outreach and outreach to the schools; methodology for determining problem areas; increased traffic collisions at Culver and Sawtelle; the large increase across Culver City in 2024; being proactive in analyzing data and employing countermeasures; big data sources; data mining from cell phones; crash statistics; bad driver behavior; trip dynamics; the High Injury Network in Los Angeles; identification of where the majority of incidents are happening; areas of high usage; scattered incidents all around town; a request to make the data available to the public; increased incidences of crashes at night; including data in quarterly and annual reports; availability of information on the Culver City website; the crash database software; creation of a dashboard; removal of sensitive information; the request from the BPAC for information about whether a minor, senior, or a person with disabilities was involved in the accident; publicly available data through the Transportation Information Mapping System (TIMS) or use of the Statewide Integrated Traffic Reporting (SWITR); data from the CHP (California Highway Patrol); delays to aggregation of data; removal of the query and mapping page from the SWITR site; provisional data available for 2024; including information about speeding, age, fatality vs. injury, and providing a heat map to show where incidents are most common; general recommendations that go before the City Council; providing an active map; providing a visual to illustrate trends over time; weekly traffic enforcement operations on Wednesdays; prioritizing projects based on need; design; investigation of problem areas; making high injury areas of Culver City public; and responsiveness to feedback from the community.

Council Member Fish invited public input.

The following members of the public addressed the Subcommittee:

David Coles presented photographs and discussed the commitment of South Korea to pedestrian safety and safe streets; lower speed limits overall in South Korea; legal speeds in Culver City that are dangerous; street design to facilitate faster speeds; National as not being designed for pedestrians; ensuring that people who are killed have names and are more than statistics; a request for a signalized pedestrian crosswalk across National; traffic calming; ADA (Americans with Disabilities Act) challenges; expensive challenges with redoing the sidewalks; the importance of

prioritizing safety; and other streets in Culver City that need to be addressed.

Conor Proffitt discussed data sources; data available from data.lacity.org; modus operandi code; and he indicated that he could take available data and overlay it on a map.

Karim Sahli expressed appreciation for the presentation; asked about downloading raw data; discussed making the reports easily accessible to the public once information is redacted; drivers and police that shape the narrative with unconscious bias shifting blame away from motorists; claims made; lack of a blood analysis report; lack of clarity about what happened; the death of a personality and reputation; the fact that built environment and speed are not in the report; and he wanted to see CCPD follow a new set of guidelines in the City.

David Metzler discussed the concept of fault vs. fixes; mapping; questioning whether fault provides any useful information to the public; concern with non-disclosure of the work to determine fault; the press release put out regarding the fatality at Wesley and National indicating speed was not a factor; information at the BPAC meeting indicating that the driver was exceeding the legal speed limit; the importance of providing complete information; the focus on legal fault rather than fixes; promoting the narrative that the injuries and deaths are unavoidable; placing blame on the victim; the concern about a determination that the City, the driver, and the road are not at fault in the incident; he asked that determination of fault be excluded from reports as he felt that without context that is worse than no information at all; discussed the need for identification of trends; the inability to advocate for fixes without important information; fault information only useful to insurance companies; he asserted that fixes would save lives, not legal debate; and he requested immediate or monthly release of information.

Discussion ensued between staff and Subcommittee Members regarding availability of raw data; the staff update on National and Wesley; the extended discussion at the BPAC meeting; language used in reporting incidents; speed as a consistent factor in fatalities; the press release; understanding the process to determine fault; the investigative process; the intent to conduct a transparent, unbiased investigation; and support for looking at ways to improve processes.

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Item A-2

(1) Receive an Update and Discuss the Final Draft of the Complete Streets Design Standards

Thomas Check, Mobility and Traffic Engineering Manager, provided a summary of the material of record; discussed the public comment period; revisions made after the first round of public comment; design elements; design considerations; providing easily understandable information to the public; street design standards; functional street classification; the importance of context when designing roads; required, recommended, and context dependent design elements for all streets; differences between segments of the same street; Complete Streets Design Standards; adherence to plans and policies that establish where bicycle networks should be; general intersection considerations and design standards; active transportation corridors; truck routes; priority corridors; peak hour transit lanes; right turn pockets with transit exemptions; strategic transit signal placement; context dependent items that rely on right of way; design elements and technical standards; the implementation plan; and the deadline to receive public comment.

Council Member Fish invited public input.

The following members of the public addressed the Subcommittee:

Conor Proffitt discussed primary and secondary arterials; wanted to see Class 4 bike lanes recommended, if not required; and he discussed the difference between Culver Boulevard east of Duquesne and west of Duquesne.

Karim Sahli discussed goals in the Complete Streets Guidelines; multi-modal transit; the legal document; he felt that the document represented the status quo and he wanted to see an actual Complete Streets vision for Culver City; he pointed out that for every street, a car lane was required; discussed pedestrian streets; the need for a protected bike lane network in the large arterials; implementation of the buses in bus/bike lanes; the need to require bus/bike lanes; concern with decisions being context dependent; making life and death decisions over users; good things in the document; appreciation for consideration of Dutch intersections; reducing conflict between car and bike users if there are clear guidelines; and depending on the next election cycle just to implement basic safety.

David Metzler noted that the prior presentation had shown the locations of injuries and deaths that line up with primary arterials, secondary arterials and collectors; discussed clear

evidence of the need to install protected bike facilities and curb extensions; putting people in danger by requiring bike parking, but not a way to get there; he proposed mandatory protected bike lanes and curb extensions for primary arterials, secondary arterials, and collectors with documentation required to explain why those features would be removed from the definition of a Complete Street; and noted the importance of requiring the items that are shown to protect everyone, not just bicyclists.

Michelle Weiner echoed comments regarding bike parking without a link to get there; discussed the need to prioritize safety for all modes of travel; concern that bicyclists were left out; lack of a safety priority in the document; and evaluation in grant processes.

Karim Sahli returned to speak, wanting to ensure that the document had a clear expiration date on it since guidelines change all the time.

Discussion ensued between staff and Subcommittee Members regarding appreciation to staff for their work and to the speakers for their input; the importance of safety and a protected network; acknowledgement that the document is a planning level document, not a design manual; the ability to require protected bike lanes and curb extensions on all primary and secondary arterials in the Bicycle and Pedestrian Action Plan (BPAP); the current document as a road planning guide that looks to the BPAP for guidance; efforts for Class 4 bike lanes as a default even if the BPAP calls for Class 2; speed and volume; examination of all options; efforts to get the safest route; tradeoffs; community feedback; City Council direction; gaining consensus for what can be built; elimination of the No Trade-Offs column; letting people know what is easier to implement; looking at how information is displayed in the table; trade-offs as referring to physical constraints; elimination of Class 3 bike lanes; Class 3 as referring to bike routes; selectivity with placement of Class 3 bike routes; recent changes to state law prohibiting Class 3 bike routes on roads with speed limits of 35 miles per hour (mph) or higher; providing users with a false sense of security; looking to low volume, low speed residential streets for Class 3 bike routes as part of a neighborhood greenway project; and valid use cases for Class 3 bike routes in a limited context.

Additional discussion ensued between staff and Subcommittee Members regarding appreciation for the prioritization of vulnerable road users; the opportunity to make it more of a given that safety is not compromised; design decisions that require discretionary process; safety as traditionally being discretionary; concern that Culver City could go backwards; the

many plans that the City has; the toolbox; requiring Class 4 bike lanes on streets where it is unsafe not to have them; requiring bike parking, but not recommending bike facilities on busy streets; concern with alarming people that every arterial is proposed for Class 4 bike lanes; revisiting the BPAP; providing recommendations for bike facilities; concern with misunderstandings; controversial street design; the purpose of the document to make it easier to make priorities clear; making the question not whether to put in protective bike lanes, but how to put in protective bike lanes; having a public process; being clear with everyone about the trade-offs; City Council direction; context dependent as suggesting that safety features are on the same tier as other preferences; the feeling that safety should be a requirement rather than a preference; revisiting the BPAP to make changes to recommendations; making it clear that critical safety features are recommended on primary and secondary arterials; changing context dependent to conditionally required or recommended; and semantics.

Further discussion ensued between staff and Subcommittee Members regarding development standards; figuring out what goes in the public right of way as developments move forward; ensuring the public does not misinterpret the intent; interpretation of the term context dependent as at the discretion of the Traffic Engineer; and renaming the section to conditionally required and conditionally recommended bike facilities.

Member of the public, Karim Sahli, spoke out asserting that was not good enough

Discussion ensued between staff and Subcommittee Members regarding agreement to revisit the BPAP; bus lanes; the menu of options with Transit Priority Corridors adopted as part of the General Plan Update; MOVE Culver City; resolution of the context sensitive design through the process of implementing the project; bus lanes not listed as a feature; requirements and recommendations based on street classification, not on special designation; references to Transit Priority Network Corridors; focusing protective intersection treatments on Active Transportation Corridors; redesign of Sepulveda; lack of a BPAP equivalent; and adding text to indicate that projects on Transportation Priority Corridors shall implement some type of element to prioritize transit.

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Item A-3

(1) Receive a Status Update and Discuss Culver City Transportation Department Initiatives

Diana Chang, Chief Transportation Officer, provided an update of some of the major initiatives that the Transportation Department has been working on; discussed different services provided by the department to get to the vision of rethinking mobility, connecting community, and enhancing quality of life; mobility services; maintenance of the City fleet; coordination of different mobility initiatives; the upcoming centennial for Culver CityBus in 2028; the GoPass program; current and future initiatives; CityBus ridership; CityBus service hours; returning to pre-pandemic levels; funding impact; CityBus productivity; micro mobility; rider feedback from CMSP (Comprehensive Mobility Services Plan) focus groups; community engagement; the Transit Ambassador Program; Automated Bus Lane (and bus stop) Enforcement (ABLE); MOVE Culver City; the Downtown Corridor; the Sepulveda Corridor; CMSP, Culver City Your Way; the Zero Emission Master Plan (ZEMP); and the Downtown Circulator.

Council Member Fish invited public input.

The following members of the public addressed the Subcommittee:

David Coles expressed appreciation for the presentation; wanted to see an annual presentation to look at ridership trends and other updates; indicated being a regular rider; noted that any complaints he had were intended to make a really good system even better; discussed electrification of the fleet; the GoPass program; percentage of registered students with a GoPass; Circulator ridership numbers; implementation of something like the Metro Transit Watch app to report issues; the need to make CCBus more stroller-friendly; issues with the NextCC Bus app; idling buses; BikeShare; and he asked that the frequency of Route 4 be doubled to twice per hour.

Karim Sahli discussed GoPass; social media; sections of the bus lane that are confusing; making a left turn to Main Street from Culver; having a flyer to explain confusing areas; he wanted to see the design for the Sepulveda Corridor sped up; discussed extreme weather events; reducing the number of cars on Sepulveda; the CMSP; the current administration; federal money to mitigate the climate change situation; ensuring a clear and precise vision; looking toward the next century of transportation for Culver City; the dream to bring back the streetcars such as is being done in Europe; and he expressed appreciation to staff for their work.

Discussion ensued between staff and Subcommittee Members regarding electrification of the fleet; the transition to zero emissions; the need to expand the Transportation facility; level of service;

achieving the goals of the 2045 General Plan; efforts to expedite the process; long-term financial planning; staff agreement to research the percentage of registered students; the low number of rides per month for the Circulator; overlapping services available; Waymos; potential reallocation of limited resources; managing potential liability with tripping hazards related to strollers; Metro BikeShare; the Metro contract coming back in the fall; funding lined up to implement the BikeShare system; creation of a partnership agreement; and resolution of the labor dispute.

Additional discussion ensued between staff and Subcommittee Members regarding the impact of autonomous vehicles; application to public transportation; the Ambassador Program; continued need for human assistance; autonomous vehicle technology; concern with use for personal vehicles that will not solve issues; taking the capacity of the roadway that can be used for other things; prioritizing autonomous technology for shared rides; the Circulator; and hope that there can be some kind of service to Fox Hills.

Further discussion ensued between staff and Subcommittee Members regarding the ABLE Program focused on Line 1; regional needs; the CCBus app; Bus Signal Priority; the Real Time Information System; the SmartBus System; clarification that money was not spent to develop the app; eventual phase-out of the app; encouragement to riders to download other apps that have more features; third-party apps; payment and subscriptions necessary to use additional features; making a shift to apps that people use; Metro Ambassadors that were asked to carry Narcan; encouragement to make the inexpensive and lifesaving change by training the Ambassadors on how to use Narcan; the number of people saved by Metro Ambassadors; staff agreement to communicate with other transit agencies; a suggestion to create a CCBus Instagram account; CCBus riders who are not residents; the percentage of residents riding CCBus; opportunities for the agency to brag; offline discussions; including community engagement staff in the conversation; AB 1904; the CMSP; and appreciation to staff for their efforts and for the community engagement.

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Council Member Fish proposed taking the presentations and public comment for Items A-4 through A-6 together.

Item A-4

Receive a Presentation, Discuss, and Approve Installation of All-Way Stop Control at Ince Boulevard and Krueger Street

Andrew Maximous, Mobility & Traffic Engineering Manager, provided a summary of the material of record; discussed the Municipal Code; allowing for this public hearing to gather community input; speed concerns on Ince Boulevard; Neighborhood Traffic Management Program (NTMP) Guidelines; the two-way stop-controlled intersection at Herbert and Coolidge; and Farragut and Le Bourget.

Council Member Fish invited public input.

The following members of the public addressed the Subcommittee:

Beth Lane, Rancho Higuera Neighborhood Association Board Member and President, expressed appreciation for the presentation on buses; hoped that the Number 4 could return to going toward Playa del Rey on the weekends; noted that the proposed four-way stop at Krueger and Ince would be a three-way stop; she asked whether it would be a flashing LED or a stop control signal; discussed working with staff on an NTMP since 2016; installation of speed humps approved on Ince Boulevard for Phase One; concern with losing a crosswalk at Krueger and Ince if a stop light is installed; the current dangerous situation with Ince Boulevard; she felt that speed humps with a flashing LED light would be ideal; she questioned whether the Amazon developers had trumped the speed hump idea; noted the proposed cul-du-sac at the end of Hayden and Higuera as part of Phase 2 had not been installed; discussed overwhelming cut-through traffic; and she hoped to see implementation of any deterrent to speeding on Ince.

Andrew Maximous, Mobility & Traffic Engineering Manager, indicated that regular all-way stop signs without lights were planned for the identified locations and he clarified that all crosswalks would remain, with the one at Krueger becoming a controlled crosswalk.

Discussion ensued between staff and Subcommittee Members regarding communication with the Rancho Higuera Neighborhood Board; addressing speed humps in Phase Two; clarification that getting the stop signs would not preclude other traffic calming measures; and clarification that crosswalk reflectors were not planned to be added.

Karim Sahli discussed the Complete Streets Guidelines; whether a neighborhood up in arms about a crosswalk would take precedent over the guidelines; the need for better guidelines; support for the installation of the stop signs at the identified locations; the feeling that anything that can be done to slow down cars and improve safety should be done; providing traffic calming and avoiding death or injuries; he proposed installing a raised traffic

table so that cars know that they are in a pedestrian area and should be slowing down; and he expressed support for the inexpensive infrastructure.

Discussion ensued between staff and Subcommittee Members regarding whether new stop signs are required to come before the City Council or the Council Subcommittee; community concerns when stop signs are added without anyone knowing about it; ensuring the process is open; providing the opportunity for feedback; full authority of the Public Works Director in the Municipal Code to install a stop sign at their discretion; and clarification that the matter would not be going to the BPAC or to the City Council.

THAT THE STANDING MOBILITY SUBCOMMITTEE: APPROVE THE INTERSECTION OF INCE BOULEVARD AND KRUEGER STREET FOR ALL-WAY STOP CONTROL.

THE STANDING MOBILITY SUBCOMMITTEE VOTED UNANIMOUSLY TO APPROVE ITEMS A-4 THROUGH A-6.

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Item A-5

Receive a Presentation, Discuss, and Approve Installation of All-Way Stop Control at Herbert Street and Coolidge Avenue

This Item was considered during Item A-4.

THAT THE STANDING MOBILITY SUBCOMMITTEE: APPROVE THE INTERSECTION OF HERBERT STREET AND COOLIDGE AVENUE FOR ALL-WAY STOP CONTROL.

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Item A-6

Receive a Presentation, Discuss, and Approve Installation of All-Way Stop Control at Farragut Drive and Le Bourget Avenue

This Item was considered during Item A-4.

THAT THE STANDING MOBILITY SUBCOMMITTEE: APPROVE THE INTERSECTION OF FARRAGUT DRIVE AND LE BOURGET AVENUE FOR ALL-WAY STOP CONTROL.

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Public Comment for Items NOT on the Agenda

Council Member Fish invited public participation.

Alicia Ide, Management Analyst, indicated no additional requests to speak.

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Subcommittee Member Requests to Agendize Future Items

Alicia Ide, Management Analyst, discussed upcoming agenda items including revisiting street design for Overland between Culver and the Creek, traffic incident investigation review with CCPD, parking maximums, and the Finance Department presentation regarding parking taxes.

Council Member Fish discussed updating the BPAP; the Wesley/National item; and confusion caused with signage and premature relocation of the R6/R6-7 terminus in anticipation of completion of the K Line.

Discussion ensued between staff and Subcommittee Members regarding delays to the project; drop off in the current LA Transit Center; connecting service; difficulty changing things back; affects to headways; and staff agreement to do some analysis regarding social media.

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Items from Staff/Subcommittee Members

Andrew Maximous, Mobility & Traffic Engineering Manager, provided a report regarding an agenda item about Wesley and National and the National corridor at the last BPAC meeting; information provided by CCPD; ideas for potential enhancements; monitoring of speeds before and after implementation of changes; and LPIs (Leading Pedestrian Intervals).

Discussion ensued between staff and Subcommittee Members regarding bringing the sidewalks to current standards; ensuring proper sidewalk widths and removal of utility poles when redevelopment takes place; items that are currently grandfathered in; the request for a Capital Improvement Project (CIP); removal of parking; affects to businesses in the area; a neighbor who got a curb cut on the Bike Path on the street east of Wesley; the capital-intensive sidewalk project; the focus on the intersection; a suggestion to add another crosswalk; introducing another point of conflict; increasing visibility of the intersection; consideration of changes by the BPAC and the Subcommittee; speed limits; school

speed zones; examination of the menu of options at an upcoming meeting; and clarification that there is no project or funding at this time.

Diana Chang, Chief Transportation Officer, corrected an error to the Circulator figures noting that the average was 30-40 rides per day, not per month.

Alicia Ide, Management Analyst, discussed meeting length and frequency; agenda item priority; prep time; staff schedule; controversial items; presentation and deliberation length; planning that goes into the meetings; allowing two months to do appropriate outreach regarding Overland; outspoken and engaged neighbors on Overland; pre-engagement; and date of the next meeting.

Discussion ensued between staff and Subcommittee Members regarding appreciation for the work of staff.

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Adjournment

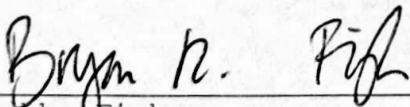
There being no further business, at 9:59 p.m., the Standing Mobility Subcommittee adjourned its meeting to June 12, 2025.



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Alicia Ide
SECRETARY of the Culver City Standing Mobility Subcommittee,
Culver City, California

APPROVED



Bubba Fish
COUNCIL MEMBER, Standing Mobility Subcommittee
Culver City, California