

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 20, 2025  
6:00 P.M.

**Call To Order & Roll Call**

The regular meeting of the Culver City Bicycle and Pedestrian Advisory Committee was called to order at 6:09 P.M. in the Dan Patacchia Meeting Room at City Hall and online.

**Members Present:** Dorothy Sadd, Chair  
Jack Galanty, Vice Chair  
J. Marvin Campbell, Member  
Greg Maron, Member  
Hunter Salem, Member  
Dane Twichell, Member

**Absent:** Joel Falter, Member  
Carolyn Libuser, Member  
Travis Morgan, Member

**Staff Present:** Andrew Maximous, Public Works Mobility & Traffic  
Engineering Division Manager  
Thomas Check Senior Traffic Engineer  
Alicia Ide, Management Analyst  
Kate Saunders-Britton, Transportation  
Administrative Secretary  
Chris Caraballo, Culver City Police Department  
(CCPD) Lieutenant

oOo

**Pledge of Allegiance**

Meeting attendees recited the Pledge of Allegiance.

oOo

**Community Announcements from Members/Staff**

Alicia Ide, Management Analyst, reported that notices had gone out about enforcement of bus/bike lanes.

Discussion ensued between staff and Committee Members regarding camera enforcement to address people parked or driving in the bus/bike lane; the 60 day warning period; citations issued beginning on May 21; technology used; and the process.

Member Maron announced EarthFest on April 26 at El Rincon Elementary School and discussed alignment with the Culver City-sponsored EarthFest at the Wende Museum on May 3.

Vice Chair Jack Galanty reported that planning for Culver City Pride was beginning and would include bike parking.

Chair Sadd discussed reordering the agenda and asked that the Consent Calendar Item be considered at this time.

oOo

The following item was considered out of sequence.

#### **Consent Calendar Items**

Item C-1

(Out of Sequence)

#### **Approval of Minutes of the Bicycle and Pedestrian Advisory Committee Special Meeting January 16, 2025**

MOVED BY CHAIR SADD, SECONDED BY VICE CHAIR GALANTY AND UNANIMOUSLY CARRIED (ABSENT MEMBERS FALTER, LUBUSER, AND MORGAN), THAT THE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE APPROVE MINUTES FOR THE SPECIAL MEETING OF JANUARY 16, 2025.

oOo

#### **Updates from Subcommittees/Delegates**

Member Maron reported on meetings of the Tri-School Safety Ad Hoc Subcommittee; discussed updates received from Andrew Maximous; feedback provided regarding getting the study moving as soon as possible in response to the recent accident; efforts to obtain feedback before school recesses for the summer; identification of the safest and most efficient way to get people to schools; feedback from the meeting with Dr. Lucas; costs associated with opening additional gates; interest in participating; and agreement to add a standing item for the Joint CCUSD Liaison Committee.

Andrew Maximous, Mobility and Traffic Engineering Division Manager, discussed next steps; release of the RFP (Request for Proposals) in April; the process and timeline to receive feedback; and standing meetings.

Discussion ensued between staff and Committee Members regarding length of time to get a signed contract with the consultant; concern that people are getting injured while things go through the process; contract execution requirements; and providing transparency.

Andrew Maximous, Mobility and Traffic Engineering Division Manager, reported that Culver City was in the process of purchasing street name signs; discussed the work of crews; installation of emergency notification signs; guide signs; and coverage.

o0o

#### **Information Items from Staff**

Item P-1

#### **Receive a Report Regarding Development Impact Fees Charged by the City**

This item was considered at the end of the meeting.

o0o

#### **Public Comment for Items NOT On the Agenda**

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

The following members of the public addressed the Committee:

David Coles indicated wanting to speak on Item A-1.

Mary Daval discussed multi-modal questions directed to the BPAC and she proposed adding the word Transportation to the name of the Committee so that members of the public understand Committee purview.

David Metzler reported attending the Bike Culver City ride to Santa Monica for a tour of their infrastructure; discussed protected mobility lanes with cement curbs; bicycle and pedestrian raised lanes; designated bike and pedestrian areas; signage with walk and cycle times to different destinations; no right turn signs; bike sensors that light up to let you know you are in the queue; failure

of the car and bike sensor at Farragut and Overland; lack of significant traffic; he proposed use of resting red; and he wanted to see programming changes.

Karim Sahli asked about the status of AI powered traffic signals, and he proposed focusing daylighting painting on the most urgent streets.

Andrew Maximous, Mobility and Traffic Engineering Division Manager, discussed backend technical issues holding up AI at the current time and he indicated that outside contractors would be used to address the backlog of work for daylighting but areas around the schools would be prioritized.

o0o

#### **Receipt of Correspondence**

Alicia Ide, Management Analyst, reported that no correspondence had been.

o0o

#### **Action Items**

Item A-1

**(1) Receive a Report and Discuss Five-Year Citywide Collision Statistics; (2) Receive a Report and Discuss Recent Traffic Accidents at Intersections: Wesley St./National Blvd., Braddock Dr./Elenda St., and Washington Blvd./Higuera St.; and (3) Discuss Safety Around Intersection of Wesley St./National Blvd. and Along National Blvd. between Jefferson Blvd. and Washington Blvd.**

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

Discussion ensued between staff and Committee Members regarding the process.

Chris Caraballo, CCPD Lieutenant, provided background on himself and a presentation on five-year citywide collision statistics; he shared his contact information for anyone with questions; he presented a video about the successful resolution by CCPD of the theft of equipment from Walk and Rollers; discussed department goals; improving safety; community engagement; bike registration; the fatal vehicle vs. traffic collision at National and Wesley; treating fatal traffic collisions as homicide; evidence that is currently pending; the initial determination that the pedestrian

caused the accident; the green light for the driver; the pedestrian that crossed against the red outside of the crosswalk; and witnesses who reported erratic behavior of the pedestrian prior to the collision.

Discussion ensued between staff and Members regarding the speed limit in the area; estimated speed of travel for the vehicle involved in the accident; road conditions; driving with the speed of traffic; understanding what constitutes speeding; the speed study done in the neighborhood around traffic management; the threshold to install speed humps; determining the primary collision factor and what led to the accident; processes for traffic collision investigations; sudden lane change into an unknown situation; speed as typically the primary factor in fatalities; the nearby school; school zones during school hours; limitations on what constitutes a school zone; and providing a buffer around schools.

Chris Caraballo, CCPD Lieutenant, provided a presentation on a vehicle vs. pedestrian traffic collision that occurred on Elenda and Braddock where the driver was temporarily blinded by the sun and hit a pedestrian in a crosswalk; the crossing guard; and the determination that the driver was at fault.

Discussion ensued between staff and Committee Members regarding availability of the video.

Chris Caraballo, CCPD Lieutenant, discussed a vehicle vs. motorcycle fatal traffic collision with the vehicle making a left from westbound Higuera to Washington/Overland; light phasing; speed of the motorcycle; video surveillance; and the continuing investigation.

Discussion ensued between staff and Committee Members regarding changes to lane markings; visibility; video available; statements from witnesses indicating that the motorist appeared to be travelling at a high rate of speed inconsistent with other vehicles on the street; the speed analysis; the investigation process; street conditions; statistics collected; and analyzing data to make streets safer.

Chris Caraballo, CCPD Lieutenant, displayed a map of vehicle vs. bicycle accidents over the past five years; he discussed overlapping areas; and acknowledged the work done to create the map.

Additional discussion ensued between staff and Committee Members regarding clarification that close calls are not included as they

are not collisions; information not shared about parties involved in exploration of data and the map; availability of information to the public; additional information requested; demographics; geography; data points; the desire for additional information to be provided to the Committee; the Mobility Subcommittee; appreciation to staff for bringing the information forward; and the effect of MOVE on vehicle vs. bicycle collisions.

Chris Caraballo, CCPD Lieutenant, displayed a map of pedestrian vs. vehicle collisions from 2020 - 2025; provided data regarding vehicle and bicycle pedestrian collisions and vehicle and pedestrian collisions; discussed examination of collision factors; pedestrian safety; working together to keep people safe; and he provided his contact information.

Further discussion ensued between staff and Committee Members regarding the number of fatalities; information available through the Transportation Information Mapping System (TIMS); use of the Statewide Integrated Traffic Reporting (SWITR) database combined with GIS available through the University of California at Berkeley; citations and fines for not obeying signage; blame put on pedestrians; training people that roads are for cars only; bias that is built into the system; enforcement; education; a request for a future presentation on enforcement along Ballona Creek; the recent Engineering and Traffic surveys indicating that drivers were overwhelmingly travelling at posted speed limits; speed creep; the lowered speed limit on Duquesne from 35 mph to 30 mph; the Complete Streets Guidelines; budgeting; and appreciation for the presentation.

Discussion ensued between staff and Committee Members regarding having a specific discussion of Wesley and National, and National between Jefferson and Washington; looking at what can be done to the infrastructure of the streets; slowing down traffic; limiting turning options; signal timing; and actions since the incident.

Chair Sadd invited public comment.

The following members of the public addressed the Committee:

David Coles presented photographs of National Boulevard and the intersection of Jefferson and National; discussed the importance of road design; minimizing harm when people make mistakes; the design of National Boulevard for high speeds, not for pedestrians; sidewalk condition; lack of curb cuts; Americans with Disabilities Act (ADA) violations; the inability to pass each other on the sidewalk; affects to real people; concern with dehumanizing people when their names are not provided; speed as always being a factor

with injuries; speeding vs. speed; determining appropriate street design for usage; being proactive rather than reactive; four people killed on the same street in the last decade; and the feeling that safer street design would have saved lives.

Mary Daval discussed her previous comments made about the same intersection; her regular usage of the area; and she noted the need for traffic calming.

David Metzler discussed photos he had intended to present; cars vs. bollards; the death of the Turning Point School teacher at Wesley and National; the need to improve street design; sidewalks that are too narrow and require walking into the street; fault put on the pedestrian for stepping into the street; appreciation for the presentation by CCPD; the importance of analysis; he received clarification that information would be shared with the public; discussed the press release indicating that speed was not a factor in the accident; the choice made to take a sharp turn rather than slowing down; concern that the representation is that there is zero driver responsibility; unexpected movements; the need for street design to accommodate unexpected movements; chances of dying as a pedestrian that double from 20 mph to 30 mph; exponential differences with each increase to speed; legal and privacy issues as reasons that information is not shared; slowing change; and lack of information on the death of the pedestrian in Fox Hills.

Karim Sahli asked that staff exhibit respect by focusing on the meeting rather than working during the meeting; requested information on a recent incident at Barman and Braddock; discussed Vision Zero; lack of answers to questions about the environment of the incidents discussed at the meeting; the job of CCPD to find and assign blame for liability and insurance; concern that issues are not being addressed; he wanted to ensure that road engineers could be liable for mistakes; and wanted to see issues addressed as soon as possible so mistakes are not repeated.

Discussion ensued between staff and Committee Members regarding acknowledgment of the dangers of bike riding on National recently called out by the Mayor; other accidents at Washington and National; history that pre-dated the police report; input from the Safety Officer from Turning Point School; potential input for the Mobility Subcommittee and the City Council; and the focus on Wesley and National.

Andrew Maximous, Mobility and Traffic Engineering Division Manager, discussed implementation of Leading Pedestrian Intervals (LPIs) in 2023 at Wesley and National.

Additional discussion ensued between staff and Committee Members regarding adding a crosswalk; non-compliance with Complete Streets Guidelines; development in the area; the Metro; the fact that there is either so much traffic no one can move or there is no traffic and everyone travels at excessive speeds; roundabouts vs. signaled intersections; accessibility issues with the area; the inability to accommodate wheelchair widths; the small area for pedestrians and for crossing; the ramp; runners who go where the person was hit; widening the crosswalk section; a suggestion to paint hourglass shaped designs on the streets to catch drivers' attention; providing visual references for cars; the polls owned by Edison placed in the public right of way; undergrounding utilities; widening the sidewalk; lowering speed limits as the most economic way to improve safety; the limited amount of crossings to get to Syd Kronenthal Park; justification for lowering speed limits; taking back space from unused parking; use of a flashing yellow signal to alert drivers; the NTMP (Neighborhood Traffic Management Plan); economic development; conflict; addressing the City Council to advocate for comprehensive changes; the four ways to come in and out of Culver City; speed on National from Jefferson to Washington; how speed limits are established; sidewalk access; traffic calming measures; street trees; number of crosswalks; connection points; concern with having the same conversations over and over again; the feeling that a second crosswalk would be important traffic calming; traffic collisions when making the left turn; and distance from the building to the street.

Further discussion ensued between staff and Committee Members regarding lane width; blind spots; conflict points in every intersection; problems that need to be fixed; prioritizing fixes that can be done; inherent risk; other T intersections; the previous design; the rationale for what can be done; introducing other points of conflict; other intersections with similar concerns; frustration with not moving forward to address issues; acknowledgement of comments made; staff agreement to examine appropriate traffic calming tools for the intersection; examination of implications to any changes made; identification of short and long-term solutions; making a recommendation in concert with staff; and concern with shortchanging the intersection.

Chris Carballo, CCPD Lieutenant, indicated that CCPD would conduct targeted enforcement.

Discussion ensued between staff and Committee Members regarding times to conduct the targeted enforcement; the focus of the conversation on Wesley and National; potential large expenses; the



range of mitigations that can be made to address issues; a request to widen the crosswalk opening on the Expo side; the standard ramp; extending the crosswalk bars; utility poles and other sidewalk obstructions; width of the sidewalk on the south side; grandfathering in of the industrial area; addressing issues with new developments; sidewalk widening; new standards with the Hayden Tract Specific Plan; the need for a CIP (Capital Improvement Project) to improve the sidewalk; cost estimates; the recent City-wide speed survey; speed laws; right of way on the north side of National; the train tracks; addressing areas with speeding; radar feedback signage; implementation of rest in red operation; technical and physical limitations in certain locations; blue areas to deter people from cutting corners; enhancing pedestrian visibility; lack of space to do sidewalk extensions; the need for a parking study; contact with businesses; cost estimates; the desire to make the intersection safer; intersections that meet standards from a legal perspective; enhancements; precedent; improvements needed for other streets; parking demand in the area; permit parking; creating access; and the ability for a BPAC Member to make a report to the Standing Mobility Subcommittee.

David Coles expressed appreciation for the presentation and for efforts to address issues; discussed Jefferson and National; lack of a crosswalk for the car-centric intersection; the psychological impact of crosswalks on driving; the need for a multi-jurisdictional look at the corridor with Los Angeles; drivers speeding into Culver City from Los Angeles; grandfathering in of non-compliant sidewalks; and filing an ADA complaint to trigger mandatory action.

Discussion ensued between staff and Committee Members regarding intersections under the control of Culver City vs. those controlled by Los Angeles; exemptions to requirements to bring streets to current standards; physical constraints in the built environment; efforts to bring things into compliance; giving staff leeway to come back with ideas; urgency with budget; and providing a report out to the City Council.

oOo

Item A-2

**Receive Presentation and Discuss Plans for Elenda Earth Day  
Celebration Event on April 22, 2025**

Jim Shanman, Walk & Rollers, provided a report on the Elenda Earth Day Celebration planned for April 22, 2025; discussed the request from the City Council to come up with a proposal for an open space event along Elenda; the distinction between Walk and Rollers and

the project; the Safe Routes to School Program; the Culver City-specific event; purpose of the event; the three block challenge; educational opportunities; outreach; stakeholder meetings; the permit process; the project plan; use of the alleys for residential access; positioning of CCPD; accessibility of parking lots; information booths; educational opportunities; participation by student groups; drop off areas; signage; challenges; communication with schools and parents; permitted students; outreach by the School District; promotion of alternative drop off points; creation of a resource packet for faculty; focusing on the purpose of the event; activities; bike trains; tabling and information booths; snacks, treats, and giveaways; t-shirts from CCBus; completion of the permit process; money committed to the event by Culver City; outreach materials; and marketing.

Discussion ensued between staff and Committee Members regarding signage to alert traffic coming from the neighborhoods; streets that take the brunt of the additional traffic; holding a repeatable event; events that further the Safe Routes to School message; providing extra biking for those who decide to ride; bike parking; holding a bike valet; clarification that the permit did not require a bike parking analysis; drop off points; accessibility of the alley; barricades; and use of k-rails.

Chair Sadd invited public comment.

The following member of the public addressed the Committee:

David Coles expressed support for the project.

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

David Metzler was called to speak but was not present online or in person.

Further discussion ensued between staff and Committee Members regarding appreciation for the constructive criticism and helpful input received from residents and encouragement for people to volunteer.

o0o

Item A-3

**Receive an Update and Discuss the Final Draft of the Complete Streets Design Standards**

Thomas Check, Senior Traffic Engineer, provided updates for items not on the agenda; indicated that the Overland design was proceeding; discussed design of a protected bike lane on Overland from Culver Boulevard to Venice Boulevard as well as a pedestrian signal at the Library; plans for a quick build protected intersection at Culver and Washington, and at Overland and Culver; designs for Green Valley Circle and Buckingham Parkway; speedhumps on Doverwood Drive; outreach with street light banners and yard signs; and signal timing modifications.

Discussion ensued between staff and Committee Members regarding budget conversations; funding gaps; leveraging state grants; use of money for actual construction; grant programs that have disappeared; and building out corridors.

Thomas Check, Senior Traffic Engineer, provided an update on Complete Streets Design Standards; discussed the Community Open Houses; and street classification and designation.

Discussion ensued between staff and Committee Members regarding creating problems with adding traffic to a street that is not a major artery; the intent of Safe Streets Design; traffic that will be added with new development; the deliberated process before changing a street classification; available tools for different designations; neighborhood specific plans; providing structure; context sensitive changes; concerns with streets being up-classified; maintenance of Complete Streets Guiding principles; Jefferson as not being classified as an Active Transportation Corridor; daylighting of classifications and processes; and reconciliation of conflicts.

Thomas Check, Senior Traffic Engineer, discussed required and recommended standards; the request for feedback on whether the proposal aligns with what they want to see in a Complete Street; required elements on all street classifications; recommended items; limited circumstances where exceptions can exist; pedestrian scale lighting; bicycle facilities; the change from optional to context-dependent items; requested feedback on design elements and categorization; the section dedicated to intersections in response to feedback received; special designations; different bikeway facility treatments; design elements and technical standards; bike parking; the implementation plan; City initiated projects; private development; discretionary entitlements; standards; availability of printed copies upon adoption; items that may have been missed due to the size of the project; potential concerns with unintended consequences; and he asked everyone to please read the document and provide feedback via email.

Additional discussion ensued between staff and Committee Members regarding the ability to provide feedback online; adding a section for accessible/cargo bike parking; blue zones; placards; enforcement; and appreciation for the ability to have time to read the document and provide feedback.

Chair Sadd invited public comment.

The following member of the public addressed the Committee:

Mary Daval noted that Karim Sahli had succumbed to his jet lag; pointed out that the agenda item referred to the final draft; she expressed appreciation for the opportunity to email feedback; received clarification that there was a 30-day period to provide feedback; discussed the ability to provide feedback on decisions made; concern with the amount of development coming into and around the edges of Culver City; she requested building in a provision for periodic review; indicated that she would encourage Karim Sahli to submit his comments; pointed out that the project was aspirational and a futuristic attitude was needed; discussed looking ahead 5-10 years; her bias to provide transportation and safety; and she asked about context-dependent items.

Further discussion ensued between staff and Committee Members regarding context-dependent items left to the judgement of the Transportation Director or City Engineer; City planner policy that triggers certain items; BPAC recommended streets; the ability for people to contact staff about context-dependent items; the goal of firming up items on a street-by-street basis; specific plans; "required if" statements; and accessible bike parking options.

oOo

This item was considered out of order.

#### **Committee Requests to Speak at City Council Meetings**

Chair Sadd recommended that Member Twichell provide a brief update to the City Council on the Wesley and National discussion and acknowledge active work being done.

Discussion ensued between staff and Committee Members regarding who should make the report; work being done by the experts; the wide variety of options available; acknowledgement of budget constraints; and consensus was achieved that Member Campbell would provide an update on Wesley and National at the April 14, 2025 City Council meeting.

o0o

This Item was considered out of sequence.

**Information Items from Staff**

Item P-1

**Receive a Report Regarding Development Impact Fees Charged by the City**

Chair Sadd reported reading through all of the attachments noting that mobility fees had accumulated.

Alicia Ide, Management Analyst, indicated that she had been asked to provide a report on all mobility fees; she clarified that development fees were one-time charges assessed by planning and permitting procedures for new developments in the city; she discussed projects in the works that will provide additional monies in the future; different fees paid during the process; the five fee programs currently in place; the Mobility Improvement Fee which is directly related to the BPAC; different ways that fees are determined; the New Development Impact Fee prioritized for street improvements; clarification that New Development Impact Fees have to be spent in the area affected by the development; direction to Planning to investigate the concept of where fees are allocated; benefits to all of Culver City of the development of the downtown area; prioritization of projects; money set aside for projects; examples of how money is spent; the Annual Repaving Rehabilitation program; and money needed for streets, street lights, and Neighborhood Traffic Management Programs (NTMPs).

Discussion ensued between staff and Committee Members regarding concerns about the Rancho Higuera Project; examples of how money is being spent in the next budget cycle; use of Mobility Fees; money put in different funds; success in grants by predecessors; budget allocation; addressing Overland Avenue without tapping into General Funds; focusing on deficiencies and gaps; restrictions on Development Impact Fees; resurfacing projects; appreciation for the well-organized reports; forecasting; money that is not received until the development project is completed; the traditional practice of Culver City to budget one year at a time; looking beyond the next year; placeholders; assessment of projects before identifying what is needed; unfunded CIPs; the focus on completion of existing projects before embarking upon new ones; ensuring that the BPAC has a chance to weigh in on priorities; tradeoffs; the vision for the money to fill in gaps rather than

setting projects back; and the difficulty of knowing exactly when money will be coming in.

Additional discussion ensued between staff and Committee Members regarding City Council approval of City Manager recommendations about how money is spent; the ability of the BPAC to provide input; lack of information on how much Fox Hills improvements will cost; Overland; design of the Culver Boulevard gap; support from multiple funds to pay for MOVE Culver City 2.0; input from the BPAC that money should be spent on National; the protected bike lane between Venice and Washington; the large building on Overland and Washington; fixed fees based on square footage; fee waivers; traffic impacts; allocation of fees; the fee study; fee programs; lack of negotiation for the art fees; concern that multi-national corporations come in and do not want to give back; and ensuring that developers keep Culver City the place that they wanted to come to.

o0o

#### **Public Comment for Items NOT On the Agenda (Continued)**

Chair Sadd invited public comment.

Alicia Ide, Management Analyst, reported no requests to speak had been received.

o0o

#### **Member Requests to Agendize Future Items**

Alicia Ide, Management Analyst, discussed future agenda items including a presentation from CCPD about pedestrian safety, the Tri-School Safe Routes to School plan, and safety issues surrounding the kiosks.

Discussion ensued between staff and Committee Members regarding agendizing addressing people parking in the bike/bus lanes; signage; and the opportunity to let CCPD know what is not being enforced.

o0o

#### **Information Items from Staff (Continued)**

Alicia Ide, Management Analyst, discussed upcoming City Council meetings; the Washington Boulevard one way discussion; she encouraged Committee Members to listen to the last hour of the

second night of the work plan meetings for the discussion of the budget as a whole; she discussed the budgeting process; the upcoming Mobility meeting on April 10; the Joint City Council/CCUSD meeting; upcoming budget meetings on May 19, 20, and 21; the opportunity to advocate for items; the date for the next BPAC meeting; and she asked that everyone finish their Ethics Training and provide the certificate to her.

o0o

### Adjournment

There being no further business, at 10:54 P.M., the Bicycle and Pedestrian Advisory Committee adjourned to May 15, 2025.

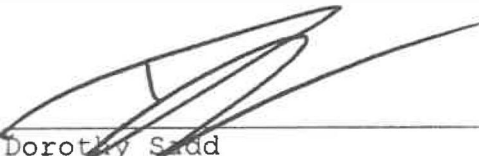
o0o



Alicia Ide

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


APPROVED



Dorothy Sadd

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

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

  
Jeremy Bocchino  
CITY CLERK  
Date