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THE CULVER CITY BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

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

May 15, 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 6:13 P.M. in the Patacchia Meeting Room at City Hall and online.

Members Present: Dorothy Sadd, Chair
Jack Galanty, Vice Chair
Carolyn Libuser, Member
Greg Maron, Member
Travis Morgan, Member*
Dane Twichell, Member

*Member Morgan arrived at 6:19 P.M. and left the meeting at 8:13 P.M.

Absent: J. Marvin Campbell, Member
Joel Falter, Member
Hunter Salem, Member

Staff Present: Andrew Maximous, Public Works Mobility & Traffic
Engineering Division Manager
Jesse MacGregor, Public Works Maintenance Division
Crew Leader
Chris Caraballo, Culver City Police Department
(CCPD) Lieutenant
Alicia Ide, Public Works Management Analyst

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Pledge of Allegiance

Meeting attendees recited the Pledge of Allegiance.

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Community Announcements by Members

Chair Sadd discussed Bike to Work Day on May 15 and ongoing Bike to Work activities, and she indicated that the period to submit applications to join the BPAC had passed.

Vice Chair Jack Galanty announced Pride Ride on June 28 beginning at Syd Kronenthal Park at 4:00 P.M.

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Updates from Subcommittees/Delegates

Chair Sadd reported that not a lot was happening with the West LA College Subcommittee; she discussed funding issues; meetings between West LA College and the City Council; the Olympics; construction delays; she noted that there was not a lot of bike and pedestrian activity; and she indicated that transportation information had been shared to help students take advantage of bike lanes and buses.

Vice Chair Galanty noted that the Olympics Subcommittee had not met but might be meeting soon.

Member Twichell indicated that the Ballona Creek Subcommittee had not met.

Discussion ensued between staff and Committee Members regarding the responsibility of subcommittee members to initiate meetings; encouragement to Members to contact staff; staff agreed to share pertinent staff contact information; progress made on the Ballona Creek extension project; and the funding request coming before the City Council meeting on May 27.

Member Morgan joined the meeting.

Additional discussion ensued between staff and Committee Members regarding the current budget; the request from Los Angeles to help meet a funding gap for the Ballona Creek Bike Path Extension Project; the portion of the project in Culver City; prior commitment to support the project; the matching aspect of the program; the staff report for the May 27, 2025 meeting; and Ballona Creek Bike Path maintenance.

Member Maron reported that there had been no meetings of the Tri-School Safety Ad Hoc Subcommittee since the previous BPAC meeting; discussed updates received from Andrew Maximous; stakeholder engagement before June and additional engagement after the summer; a plan for a subcommittee meeting to discuss community engagement; communication with Jim Shanman after the Earth Day event; positive

community feedback received; and the importance of setting the right expectations.

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Information Items from Staff

Alicia Ide, Management Analyst, indicated that Public Works Mobility & Traffic Engineering Division Manager Andrew Maximous would provide a report when he arrived.

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Public Comment for Items NOT On the Agenda

Chair Sadd invited public comment.

The following members of the public addressed the Committee:

Mary Daval expressed appreciation to the Committee and to staff for traffic collision data; discussed the need for easier access to the data and more transparency; discussed unreported incidents and injuries, things that are not counted as injuries; the goal to achieve Vision Zero; adoption of the policy to have no deaths or injuries for any mode of transportation; examination of Hoboken, New Jersey where there has not had a death in 7 consecutive years; the goal to eliminate all traffic deaths and injuries by 2030; she stated that every number was a person; noted it was easy to become numb to data; and she wanted Culver City to be like Hoboken.

Adrian Killigrew observed that Culver City drivers were not aware of the rules when there is no bike lane; discussed lack of a bike lane on Braddock; sharrows between Madison and Linn Howe; providing education; adding signage to indicate that bicycles are entitled take the full lane; his experience with aggressive drivers; outreach; social media; school zones; and a request to add signage on Braddock.

Jacob Snyder was called to speak but was not present in person or online.

David Metzler discussed signage in Beverly Hills indicating that drivers must allow three feet; measuring the street to determine whether there is enough room to allow three feet, and if there is not, posting a sign to indicate that passing cyclists is not allowed; educating riders; heavily used streets; the designation of Overland; houses that have Overland as their front yard; concern with design of Overland as a primary arterial for high speed cut-

through traffic; he reported that the signal was not triggering properly at Farragut and Overland; discussed the bike sensor; ensuring pedestrians get priority; and questionable benefit to drivers on Overland.

Karim Sahli discussed the state of the boulevard before and after instituting MOVE Culver City; giving back one lane of traffic; increased travel time; the bus lane; induced demand; and the inability to address congestion by adding more lanes.

Responding to inquiry, Andrew Maximous, Mobility and Traffic Engineering Division Manager, indicated that his updates would be part of other items to be considered.

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Receipt of Correspondence

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

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Consent Calendar Items

Item C-1

Approval of Minutes of the Bicycle and Pedestrian Advisory Committee Special Meeting March 20, 2025

MOVED BY VICE CHAIR GALANTY, SECONDED BY MEMBER TWICHELL AND UNANIMOUSLY CARRIED (ABSENT MEMBERS CAMPBELL, FALTER, AND SALEM), THAT THE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE APPROVE MINUTES FOR THE SPECIAL MEETING OF MARCH 20, 2025.

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Action Items

Item A-1

(1) Discuss Bicycle and Pedestrian Safety Along Ballona Creek Bike Path; and (2) Receive Police Report on Recent Incidents Along Bike Path

Chris Caraballo, Culver City Police Department (CCPD) Lieutenant, discussed two cyclists that collided in April 2020; injuries

sustained; the warning sign in the area; accidental misjudgment of distance; and no other reports of accidents along Bike Path.

Discussion ensued between staff and Members regarding the fact that an accident has to be reported for the police to have a record for it; people who do not feel safe; source of data; Culver City Fire Department (CCFD) response; another accident that happened in the adjacent area in the jurisdiction of the City of Los Angeles where a person was taken away by an ambulance; different modes of transportation; speed of e-bikes and hoverboards on the Bike Path; lack of an official speed limit; the ability to detain and educate those riding in an unsafe manner who are under 17 years of age; deployment of the Bike Team; the prohibition on riding on sidewalks in commercial districts in the Municipal Code; absence of requirements in the code on the Bike Path; enforcement; authority on the Bike Path; responsibility of the City to maintain the Bike Path; state-wide general speed limits; a suggestion to take a recommendation to the City Council on how to avoid more accidents on the Bike Path; absence of requirements to carry identification when riding a bicycle; helmet requirements; vehicle code requirements; bicycle and motorcycle deployments; encouragement to call the front desk at CCPD to report issues; what constitutes an e-bike; people who make modifications to bikes; signage at entrances indicating that motorized vehicles are prohibited; the importance of reporting incidents in real time; and the inability to enforce violations occurring in Los Angeles, but the ability to follow someone into Los Angeles who breaks the law in Culver City.

Additional discussion ensued between staff and Committee Members regarding frequency of patrols; bicycles that are equipped to stop people; traffic operations; rules of the road that apply for protected bike lanes; the inability to put a speed limit on the Bike Path; jurisdictional challenges with county property; mitigating issues; support for working together to solve problems; agreement that having posted speed limits and basic rules would improve safety; and whether the speed limit for a Class One bike lane on the Bike Path would transfer to other Class One bike lanes.

Further discussion ensued between staff and Committee Members regarding existing subcommittees related to Ballona Creek; the portion of the Bike Path that is in Culver City; a suggestion that a member of the BPAC be at the May 27, 2025 City Council meeting to advocate for creating a speed limit on the Culver City portion of the Bike Path; discussion of the recommendation to City Council after taking public comment; coordination with the CCFD to install markers on the Bike Path; cameras on the Bike Path; and camera enforcement in Irvine.

Jesse MacGregor, Public Works Maintenance Division, provided background on himself; discussed efforts to clean up the Bike Path and he provided his contact information for anyone with concerns.

Discussion ensued between staff and Committee Members regarding the focus on trimming overgrowth back to the fence line; addressing the most impacted areas; trimming around the bends; aggressive cyclists; the main thoroughfare for taking kids to school; the busiest section of the Bike Path; water leaking on to the Bike Path; addressing algae; drainage issues; the capital project between Duquesne and Syd Kronenthal Park; dramatic changes being made to the hillside; communication with the project manager; a suggestion to meet with staff out in the field to highlight specific issues; consistency with maintenance; the need for a hard closure to engage in aggressive trimming; scheduled maintenance; the different groups involved; putting the maintenance in writing; daily use of the Bike Path; diverting traffic during the closure; the Jackson Gate; use of the Bike Path by people of all ages; feedback; and willingness to address issues and provide additional reports.

Chair Sadd invited public comment.

The following members of the public addressed the Committee:

David Coles noted that his comments were for Lieutenant Caraballo who had left the meeting; he felt that the public was being sidelined; pointed out that the Committee was to ask clarifying questions and then receive public comment before discussion of the item; discussed concern with expressing opinions and comments during the period for clarifying comments; he acknowledged that he knew how to reach Lt. Caraballo, but had wanted to speak with him at the meeting; indicated being a regular rider on the Bike Path for a decade; noted that he had not witnessed any crashes on the Bike Path; discussed overblown fear of dangerous riders; the importance of putting things in perspective; issues with gasoline powered motorcycles and mopeds rather than e-bike riders; a serious crash near Beloit; incidents just outside of Culver City's jurisdiction; maintenance as the more important issue over enforcement; sharp and blind corners; the utility box that creates a blind spot; and he suggested that mirrors could be very helpful.

Ben Parnas discussed safety on the Ballona Creek Bike Path; concern that there were no questions about how to make the path safer; discussed speeding on the path; solutions to improve safety; support for adding mirrors on blind corners; the narrow margins of the path; lack of guardrails or buffers like roads have; jagged metal on the top of a fence along the Bike Path; and he felt there

were things along the path that were a higher priority than a speed limit.

Chair Sadd stated that there were two subcommittees related to the Bike Path; noted many conversations about safety; and she expressed appreciation for the input.

Alicia Ide, Management Analyst, indicated that Mr. Parnas could reach out to staff or to members of the subcommittee with specific comments.

Adrian Killigrew provided background on himself; discussed pedestrians on the Bike Path; pedestrians crossing the Lindberg bridge on the way to school; installing a flashing light when kids are going to school; a cyclist who rode through the crowd; speed of e-bikes; speed as an issue whether it is leg-powered or motor-powered; signage prohibiting motors; electric vs. gas-powered bikes; he indicated that he had also wanted to speak to the police officer; noted that he had never seen patrols during peak times; discussed mirrors; and safety issues with people coming off the Creek crossing to Duquesne.

David Metzler expressed appreciation for being able to address remaining staff; hoped that if he said something the Committee agreed with, that they would ask staff to support the item as a Committee request carried more weight than a speaker request; he proposed training more officers for bike patrol; discussed seeing the City from another perspective; unreported things; tree growth in the street on Jackson; the Farragut Connector; a vehicle driving down the Bike Path; classes of e-bikes; pedal assist; built-in speed limitations; concern with imposing a speed limit; speeds that are safe on the path when it is unoccupied vs. when it is crowded; and concern with the metal cables.

Mary Daval acknowledged great suggestions made; discussed historical context of the Bike Path; exclusive use of the Bike Path by cyclists in the past; evolution into a multi-use path while nothing has been done to accommodate the newer multi-use identity; lack of signage indicating that the path is multi-use and asking people to share the space; opening the gate; the need to think about the amenity; concern that the path is not big enough to be safe; providing safer streets so everyone does not have to go on the path; and the need for better public space in general.

Discussion ensued between staff and Committee Members regarding the fact that Lt. Caraballo had to leave and speaker comments could be shared with staff; openness of Lt. Caraballo to speak to everyone from the community about safety; need for proper

expectations of the public to participate in meetings by making comments and not allowing discussions; staff updates; and appreciation to staff for their openness to communication.

Additional discussion ensued between staff and Committee Members regarding advocacy for making a recommendation to the City Council to establish a speed limit as a safety measure; speed being based upon conditions; types of vehicles on the path; concern with people passing riders at high speeds on blind curves; the inability to legislate people to act responsibly; larger issues; the Bike Path as a shining example; concern with focusing on issues that cannot be addressed; the feeling that a speed limit is not the issue; support for increased signage; indicating that the path is for everyone and encouraging people to ride with respect; raising community awareness; the need to legislate solutions to other problems; the challenge of determining the proper speed limit; use of vs. control of the Bike Path; a suggestion to have a check point in one location for one hour rather than just using the Bike Path to get from one location to another; stopping people to educate them; finding a way to get illegal vehicles off the Bike Path; impounding of illegal vehicles in other cities; the need for clarity as it relates to different classes of vehicles; legal grounds for enforcement; the ability to stop and educate but not to issue citations; legislation necessary in order for CCPD to act; the Bike Path as providing open space that cannot be found in other places where bikes can pick up speed; posting signage with conditions about sharing the road; people on pedal bikes who outride the electric bikes; the need to update the phrase used on signage; different types of vehicles that are available now that were not available when signage was implemented; signage for Park to Playa; ensuring no motorcycles or combustion engines are allowed; requirements for movable pedals; looking at how other agencies address issues; the need to respect people on the path and operate vehicles at safe speeds; implementation of an awareness-building campaign; and a suggestion to table the item to the next meeting with direction to the subcommittee to conduct research and lead the discussion at the next meeting in order to help focus a discussion for a recommendation to the City Council.

Member Libuser moved to table the item to the next meeting to allow the subcommittee to conduct research into what other cities have done and Member Morgan seconded the motion.

Additional discussion ensued between staff and Committee Members regarding opposition to tabling the item due to lengthening the time to move things forward; support for aligning the regulations of the Culver City portion of Ballona Creek with the beach bike path; the need for more research on the beach path; the importance

of engaging in a well-thought-out process; the item on the agenda; bringing back a more specific item for the next meeting; consideration of subcommittees at the July BPAC meeting; clarification that consensus rather than a motion is necessary to table an item to the next meeting; consensus was achieved to table the item to the next meeting; the ability to report and make a recommendation at a City Council meeting and/or to provide a formal written recommendation; encouragement to move forward with an executable recommendation to address safety concerns; effectiveness of the BPAC; encouragement for Members to remember their important voice in the budget process and to speak out; and subcommittee direction to make specific recommendations at the next meeting.

Member Morgan exited the meeting.

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Item A-2

Receive a Presentation and Discuss the Public Works Department Mobility-Related Projects Included in the City Manager's/Executive Director's Proposed Budget for Fiscal Year 2025-2026

Alicia Ide, Management Analyst, introduced the item.

Discussion ensued between staff and Committee Members regarding community members who have successfully challenged what was in the budget and advocated for changes; projects funded through the General Fund and the request to reduce General Fund expenditures; reductions to contractual services; unfunded projects; and approved projects funded through other sources.

Andrew Maximous, Public Works Mobility & Traffic Engineering Division Manager, discussed efforts to update the project list on the website; projects in construction; denial of requests for support from the General Fund; estimated carryover; funding from other sources; and the Mobility Improvement Fund.

Discussion ensued between staff and Committee Members regarding carryover money allocated to Safe Routes to School; options for funding sources; money allocated to Safer Fox Hills in the 2024-2025 budget that is being carried over to the 2025-2026 budget; other funding available; unfunded elements; moving forward with the Fox Hills portion of the original project; the focus on the main improvements; different opinions on the best way to move forward; unfunded projects; no new money coming from the General Fund for any projects; other sources of funding for projects; the

fact that there are no new projects this year; continuation of projects in process; Bicycle and Pedestrian Action Plan (BPAP) implementation; new money from the Mobility Fund; concern with 2024-2025 money that could be disappearing; requests to rollover funding; active projects; estimated carryover; projects being funded by the Mobility Fund; projects that do not have a source of funding; staff capacity; money allocated to traffic signals; prioritization; the role of the Committee; the stated purpose of the fund; getting cars through town more quickly vs. helping bicycles navigate the streets more effectively with cars; relevance; usage of the money; fiber optics; signal system synch; traffic signal battery backup; and understanding next steps.

Additional discussion ensued between staff and Committee Members regarding special budget meetings; the schedule; input from the Committee on what is not being covered in the budget; sidewalks on National; lack of action in 2025-2026 for Wesley and National if there is no money allocated; the potential for additional consideration for the mid-year budget allocation; advisory input from BPAC; identifying what it would take to repaint Overland vs. building out protected bike lanes; projects that should be funded; repurposing money to build projects like Better Overland and Safer Fox Hills that would be more impactful than other projects being funded; additional money that has not been allocated that should be; important signalization projects that are outside of the stated purpose of the Mobility Fund; alignment of funding with the stated purpose; enhancements to existing projects that would cause delays; use of leftover funding for Wesley and National; the budget process; the ability of the City Council to make changes to the budget; the Mobility Subcommittee; adding placeholders; other projects that would not change the scope of Overland and Fox Hills; addressing funding shortages; the Culver Gap; funding design and construction; challenging the idea that additions to Better Overland and Safer Fox Hills cannot be addressed in 12 months; having dedicated funding that stays in the fund; design processes; gaining consensus to move forward; looking at what can be done next in the project; staff capacity; ensuring that money is available to fund projects once they are designed; the need to include specifics in requests to the City Council; a suggestion for a pilot study on bike parking; accommodating different sized bikes; bike rack placement; pedestrian hazards; uplifted sidewalks; engineering; addressing sidewalk issues as pedestrian and mobility issues; expanding the number of sidewalks to be done; clarification that there are more sidewalks than there is money in the budget; reducing Vehicle Miles Travelled (VMT) as the purpose of the Mobility Fund; sidewalk repair as already part of City processes; using money for high impact projects; investing in things that only BPAC can do; the fact that sidewalks would wipe

out all funding; bike parking as reducing VMT; and creating incentive for people to ride their bicycles.

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Public Comment for Items NOT On the Agenda (Continued)

None.

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Member Requests to Agendize Future Items

None other than already agreed upon regarding Bike Path.

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Committee Requests to Speak at City Council Meetings

Discussion ensued between staff and Committee Members regarding traffic signalization money from the Mobility Fund to fund studies to make National safer; Wesley; conducting a bicycle parking study including adaptive bicycles; focusing on areas that families and the elderly go; amount of time allocated to individual speakers at City Council meetings; the inability to make a statement as a committee at the special meeting; subcommittee consensus that three individuals make different comments as agreed; and changes being made to public comment policy.

MOVED BY MEMBER TWICHELL, SECONDED BY CHAIR SADD AND UNANIMOUSLY CARRIED (ABSENT MEMBERS CAMPBELL, FALTER, MARON, AND SALEM), THAT THE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE AGREE THAT THREE MEMBERS OF THE BPAC ATTEND THE MAY 19, 2025 CITY COUNCIL MEETING TO ADVOCATE FOR NATIONAL BOULEVARD SIGNAL SYNCRHONIZATION, A BICYCLE PARKING STUDY TO INCLUDE ADAPTIVE PARKING, AND WESLEY.

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Information Items from Staff (Continued)

Alicia Ide, Management Analyst, discussed timing in the next two months; the transition of BPAC to new Members; the Committee Meet and Greet on June 2, 2025; City Council interviews; appointment of new Members on June 9, 2025; Ethics Training on June 26; upcoming City Council meetings and BPAC-related items to be considered; the Mobility Subcommittee meeting on June 12, 2025; implications of closing Washington Boulevard to two way traffic; parking maximums; encouragement to those not continuing on the BPAC to attend the

meeting on July 17; appointment of Chair and Vice Chair; consideration of subcommittees; and approval of the biannual report.

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Adjournment

There being no further business, at 9:27 P.M., the Bicycle and Pedestrian Advisory Committee adjourned to July 17, 2025.

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

APPROVED

Jack Gallanty
VICE-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