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

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

May 21, 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 6:10 P.M. in the Patacchia Meeting Room at City Hall.

Members Present: Joel Falter, Chair
Jack Galanty, Vice Chair
Carolyn Libuser, Member
Greg Maron, Member
Travis Morgan, Member

Absent: Ben Parnas, Member

Staff Present: Andrew Maximous, Mobility and Traffic Engineering Manager
Thomas Check, Senior Traffic Engineer
Henry Phipps, Senior Transportation Planner
Alicia Ide, Senior Management Analyst
Jeremy Marks, Management Analyst
Oscar Reyes, Planning Technician

o0o

Pledge of Allegiance

Chair Falter led the Pledge of Allegiance.

o0o

Community Announcements by Members

Member Morgan indicated that everyone was welcome to attend the Culver City High School (CCHS) Green New Deal Team LGBTQ and Nature Celebration on June 6 at the Stoneview Nature Center.

Vice Chair Galanty announced that a Tri-School Community meeting would be held on May 27 at the Senior Center.

Chair Falter encouraged anyone with comments on the project to attend the May 27 meeting.

o0o

Information Items from Staff

Alicia Ide, Senior Management Analyst, encouraged delegates to attend the mega Olympics meeting on June 9 at Vets; discussed interviews for applicants to Commissions, Boards, and Committees (CBCs) on June 1; selection of new members on June 8; she reminded Members that they have to complete training every other year and training is available on June 25; noted that a Chair and Vice Chair would be elected at the next meeting; and she invited everyone to the ribbon cutting event for the extension of the MOVE Culver City Project from Washington to Adams on May 22.

o0o

Updates from Subcommittee Members/Delegates

None.

o0o

Public Comment - Items NOT on the Agenda

Alicia Ide, Senior Management Analyst, read the statement regarding hate speech and meeting decorum, and procedures for public speaking.

Chair Falter indicated that everyone had two minutes to speak.

The following members of the public addressed the Committee:

Monica Richardson asked that the Better Overland project be paused; wanted crosswalks finished; discussed length of time it takes her to get to the pool; traffic backups; lanes put in by Sony; proposed lane removals; asserted that people need to drive their cars; felt it was awful to keep pushing a project people do not want; discussed violation of the ADA (Americans with Disabilities Act) by taking away access; the disabled center next to the library; access for seniors; number of parking spaces proposed to be removed; people tripping and falling on the sidewalks; and she expressed appreciation for being given the opportunity to speak.

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

Shira Benerza expressed concern with dangerous conditions crossing the intersection of Overland and Campbell; discussed recent accidents; and she asked how safety could be improved.

Rosalind La Briola asked that everyone speak up so they could be heard in the large room; noted that the majority of discussion for the BPAC was put on bicycles and she felt that pedestrian issues should be given equal time; noted there were more pedestrians than bicycle riders; discussed the need to fix the sidewalks first; and she felt that Culver City residents should have the right to vote on critical changes to traffic lanes on the November ballot.

Marci Baun indicated being a Parks, Recreation and Community Services (PRCS) Commissioner but speaking on her own behalf, reported that she and her husband walk about 10-12 miles per week; discussed sidewalks that are falling apart; insufficient lighting; concern with removal of parking proposed on the west side of Overland; frequent rental of Vets Memorial Building with every single parking lot full; and she noted resident and departmental reliance on parking that is proposed to be removed.

Marta Valdez expressed concern that very little attention has been devoted to pedestrian issues by the BPAC and she discussed dangerous cement bike lanes proposed for the Overland project.

David Hauptmann proposed providing incentives for people to ride on the bike paths; discussed people on bicycles, scooters, and electric bicycles riding on the sidewalks; concern with danger to pedestrians; and he asked that the City Council pass an ordinance indicating that cyclists must ride on the bike path rather than the sidewalk.

Janice Rosenberg provided background on herself; noted that traffic was worsening on Overland; expressed opposition to hardened bike lanes on Overland; discussed concern with hurting businesses by taking away parking; emergency access issues; the existing bike lane; the need for sidewalk repair; the program that had to be rescinded in Glendale; a suggestion to put the item to a vote of residents; the feeling that the bike lane is a done deal; and she reported that residents felt their concerns were being dismissed.

Rochelle Elias provided background on herself; echoed comments from the previous speaker; discussed the Rotary Club meeting;

concern with the way Mayor Puza dismissed concerns; lack of clear information about costs; wanted to see the project paused until residents could weigh in; and expressed concern with a lack of outreach.

o0o

Receipt and Filing of Correspondence

Chair Falter summarized correspondence received.

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

THE MOTION CARRIED BY THE FOLLOWING VOTE:

AYES: FALTER, GALANTY, LIBUSER, MARON, MORGAN
NOES: NONE
ABSENT: PARNAS

o0o

Consent Calendar Items

Item C-1

Approval of Minutes of the Bicycle and Pedestrian Advisory Committee Regular Meeting on March 19, 2026

Alicia Ide, Senior Management Analyst, reported that Bryan Sanders had signed up to speak on the item but was not present in person or online to speak.

MOVED BY VICE CHAIR GALANTY, SECONDED BY MEMBER LIBUSER AND UNANIMOUSLY CARRIED, THAT THE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE APPROVE MINUTES FOR THE REGULAR MEETING OF MARCH 19, 2026.

THE MOTION CARRIED BY THE FOLLOWING VOTE:

AYES: FALTER, GALANTY, LIBUSER, MORGAN
NOES: NONE
ABSENT: PARNAS
ABSTAIN: MARON

o0o

Action Items

Item A-1

Receive a Presentation and Discuss the Automated Bus Lane/Stop Enforcement (ABLE) Program's First Year of Operation

Jeremy Marks, Management Analyst, provided a presentation on the first year of the Automated Bus Lane/Stop Enforcement (ABLE) program; discussed the use of bus-mounted cameras to detect parking and stopping violations at bus stops and shared mobility lanes; the 60-day warning period in March 2025; full implementation and launch in May 2025; peer cities with similar enforcement programs; program goals; revenue generation; the process; human verification and review; the payment processing center; citation volume; and the goal to have a reduced number of citations as behavior changes.

Alicia Ide, Senior Management Analyst, reminded members of the public several times that questions were not being taken during the presentation.

Jeremy Marks, Management Analyst, noted clusters of violations at certain locations; discussed bus lane violations vs. bus stop violations; revenue data; gross vs. net proceeds; appreciation for the collaboration between Culver City Police Department (CCPD) and Transportation; continued monitoring of ongoing trends; and next steps.

Chair Falter invited public comment.

The following member of the public were called to speak:

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

Marci Baun indicated being a PRCS Commissioner but sharing her own views; questioned the number of mistaken citations; discussed bus lanes that make it difficult for people to get across the sidewalk; people who would rather avoid the downtown area because of the bus lanes; getting into the bus lane to turn right; concern with bus lane design; instances where someone is cited for getting into the bus lane for turning right; and she received clarification that manual review of citations identifies those turning.

Marta Valdez was called to speak but was not present in person or online.

Discussion ensued between staff and Committee Members regarding citations for commercial vehicles vs. personal vehicles; state law that determines fine amount whether using personal or automated enforcement; repeat offenders; delivery vendors; Uber drivers; adding signage in hot spots to try to change behavior; the City's share of the revenue generated; images captured by the cameras; privacy concerns; the intent to only capture the rear of the vehicle license plate; data storage and deletion; and ownership of servers by the technology vendor.

Additional discussion ensued between staff and Committee Members regarding a suggestion to provide additional verbiage on signage for problem areas; potential for higher fines for commercial vehicles; state law; potential application of compounding treatments for repeat commercial offenders; red no-parking zone fines; the California Vehicle Code; inability to affect the amount of the fine; the percentage of money that goes to the technology vendor; fines that go to CCPD; the exemption list; City-hired contractors doing work that requires obstruction of right of way; enabling legislation at the state level for similar enforcement of bike lanes; use of parking enforcement for bike lane violations in Santa Monica; and use of the same bus-mounted cameras to enforce parking violations in bus lanes, bike lanes and bus stops in Sacramento.

Further discussion ensued between staff and Committee Members regarding the difficulty of changing behaviors; cameras currently mounted on 20% of the fleet; and previous City Council approval to expand the program

o0o

Item A-2

Receive an Update and Discuss the Hayden Tract Specific Plan

Oscar Reyes, Advance Planning, presented an update on the Hayden Tract Specific Plan; discussed emphasis on mobility concepts throughout the plan; vision and guiding principles of the plan; height alternative B; building selection; a potential hotel height incentive; Complete Streets; the intent to increase bike and pedestrian spaces; proposed changes; the timeline; and next steps.

Chair Falter invited public comment.

The following members of the public addressed the Committee:

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

Marci Baun expressed concern with an elitist attitude noting the assumption that people who need affordable housing don't have a car or need a parking space; concern with becoming like Palms where people cannot find parking; concern with being able to get affordable housing built because of state laws; discussed cost per square foot for condos vs. for apartment buildings; density; increasing hard and soft costs; concern with building what people want; and she felt that people in the state legislature and City Council needed to be voted out.

Marta Valdez was called to speak but was not present in person or online.

Discussion ensued between staff and Committee Members regarding clarification that any bridges that go over the Creek involve the Army Corps of Engineers and the Los Angeles County Flood Control District; bridges involved in the mobility concept; existing creative office structures in the Hayden Tract; the new General Plan adopted in 2024 allowing residential in the Hayden Tract; the City-wide hotel study being conducted; and the proposed hotel height incentive.

Additional discussion ensued between staff and Committee Members regarding appreciation for the mixed mobility feature and proposed paseos; creating a walkable community; consideration of pedestrian safety related to narrow sidewalks on National Boulevard; the pedestrian death at National and Wesley; confirmation that Complete Streets plans include widening the sidewalk with a new dedication connected to future development on National near the Turning Point School; solutions being considered to address major Edison utility lines at that location; design in coordination with the Public Works Department; increased trip generation with a change to residential developments in the area; lack of high frequency transit in the area; parking concerns; the area proposed for the hotel incentive zone; the Fox Hills Specific Plan hotel incentive zone without a buffer zone for residential; inequitable treatment across Culver City; specific locations proposed for paseos; the Hayden Tract buffer; and development adjacent to the Jefferson/La Cienega E Line station.

Further discussion ensued between staff and Committee Members regarding uplifting pedestrian safety on National and Wesley with additional traffic calming; Confluence Park in Denver; improvement plans to add trees along the Bike Path and along the embankment; adding creative lighting as part of any development standards; no

plans to repave the Bike Path; drainage issues; and maintenance issues.

o0o

Item A-3

(1) Receive and Discuss a Presentation on the Rancho Higuera NTMP (Neighborhood Traffic Management Program); and (2) Provide Input to Staff

Andrew Maximous, Mobility and Traffic Engineering Manager, provided a presentation on the Rancho Higuera NTMP (Neighborhood Traffic Management Program).

Chair Falter invited public comment.

Alicia Ide, Senior Management Analyst, noted technical difficulties with the Culver City website making it difficult for people to get into the meeting online; indicated that the meeting video would be posted as soon as possible; and she encouraged people to share with friends and neighbors that if they were unable to make public comment to submit messages to staff or public.works@culvercity.org.

The following members of the public addressed the Committee:

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

Marci Baun questioned the number of area residents who attended community meetings; expressed support for the plans if that is what the community actually wants; discussed concerns with practices employed for the Overland project to obtain grants; encouraged people to come to the meetings; and reported adjacent neighbors expressing concern with the changes as limiting access to their homes.

Marta Valdez was called to speak but was not present in person or online.

Jane Lee expressed appreciation for the roundabouts and speed bumps in the area as an improvement to quality of life; expressed concern that placement of barriers would ruin her quality of life; discussed traffic on National; taking away choice; being separated from the greater community if access is limited; and she expressed opposition to imposing the "nuclear option".

Robert Pallmann provided background on himself; discussed daily drop off and pick up at Linwood Howe school; the importance of gaining feedback from parents at Linwood Howe; concern with cutting off the connection between the neighborhood and the school; support for efforts to improve the area; opposition to implementation of the "nuclear option"; and he expressed concern that working parents were not involved in the process.

Tracey Martin expressed concern with any street closures; discussed potential negative impacts to her quality of life; and turning on Schaeffer into Hayden if Higuera and Hayden are closed off.

Zahiruddin Saikh discussed living on Higuera; changes over the past 25 years; traffic; drivers unconcerned with speed; he congratulated the engineering team for the research done and for coming up with a good plan; expressed support for Plan B3; reported that his neighbors supported the plan; and he hoped that the City Council would support and implement it.

Joy Lewis reported living on Schaeffer Street; expressed opposition to closing off their streets; discussed impacts to residents; asserted that they had not been notified about the projects except by a neighbor who had distributed flyers about the issue; discussed Wesley residents who would be impacted with proposed changes; cut-through traffic on Higuera; concern with eliminating access to Jerry's Market; and asked that outreach to residents be conducted to let them know what is happening in Culver City.

Eric Lifshitz indicated being a resident on Schaeffer echoing previous comments; expressed opposition to proposed closures; acknowledged the energy and effort being put into the item; discussed benefits of the roundabouts installed; the contrast of speeding traffic and gridlocked traffic; concern with statements indicating a one minute difference in traffic time; asserted that closures would be severely disruptive; and he wanted a thorough canvassing of residents noting that a lot of people would be opposed to the changes.

Beth Lane, Rancho Higuera Neighborhood Association, provided background on the organization; discussed an analysis of the amount of cut-through traffic; progress made; Amazon; bike lanes on Ince that are still not included in plans; noted that they liked some of what they were seeing; wanted to make sure that all 650 households would be notified before the plans are presented to the City Council; discussed the importance of communication; the need for speed cushions on streets that go from Higuera to Ince to deter

traffic going between Amazon and downtown; providing a fire chain for emergency vehicles only off of Higuera into the Hayden Tract; and she felt that residents should consider a cul de sac.

Caroline Hoover provided background on herself; asserted that communication and resident outreach was lacking; discussed changes that mean nothing without enforcement; negative interactions with traffic while trying to cross the street; lack of a feeling of safety; the goal to make cut through traffic slower and more frustrating; ensuring that no one is killed trying to cross the streets; cars heading eastbound on National registering 67 miles per hour; questions about parking edge lines to be added on Schaeffer; data in the study that was not comparable between the two study phases; lack of a correlation to determine whether improvements had helped; acknowledgement that something needed to be done; and she questioned the logic behind the proposed closure of Lucerne in all options.

Eric Shabsis acknowledged length of time this conversation has been going on with stakeholders; indicated being part of the team when Culver Studios was being renovated; discussed Phase One money from Culver Studios; the history of the project; felt it would be safer to create a bicycle path on Higuera rather than Ince if there will be closures to Higuera to slow down traffic; concern with safety issues with large trucks on Ince; and he proposed that the pathway be from Washington to Lucerne and down Lucerne to the new bridge.

Discussion ensued between staff and Committee Members regarding the NTMP process that requires approval by a select number of households and residents and is not a decision of staff or the City Council; the approval process; the resident-driven rather than City-initiated process; City Council approval for street closures, turn restrictions, or functional changes to the roadways; work with the consultants to address concerns heard; the intent to provide a variety of options to address concerns about cut-through traffic; and understanding the consensus among residents.

Additional discussion ensued between staff and Committee Members regarding representation for parents and the School District; excitement that a community vote will be taken; the decision making process; appreciation for the input; the desire for additional information and less traffic but more mobility; appreciation for the thought going into the options; concern with describing one of the options as the “nuclear option” as undermining the quality of the conversation; eagerness to support the process; appreciation for understanding the widest scope of what is possible; and

successful implementation of other cul de sacs and one-way access points in the City.

Further discussion ensued between staff and Committee Members regarding concern that extreme proposals create anxiety in the neighborhood; frustration with insufficient outreach; the feeling that the BPAC is not the venue to consider the project; public meetings; input from Police and Fire; concern with needing to evacuate quickly; the ability to lower the barriers to allow access or evacuation; difficulty evacuating Pacific Palisades; length of time the community has been asking for the NTMP; the need to implement something; available options; looking at benefits and trade-offs; a suggestion for raised crosswalks on Ince acting as de facto speed bumps; the community request for bike lanes on Ince or Higuera with a request for additional chicanes and speed cushions; requests for additional information; benefits to reduced speeds; and concern with cars speeding on residential streets.

Discussion ensued between staff and Committee Members regarding the need for information on how traffic volumes would be redistributed with closures to help the community make decisions; inclusion of information in the travel time analysis; understanding effects to other areas; an observation that the most restrictive tools are generally the most effective; community determination of what options are utilized; eagerness to receive neighborhood feedback on all the alternatives; appreciation to staff for the presentation and for the patience of meeting attendees; and clarification that the openings would allow cyclists and pedestrians to enter.

o0o

Item A-4

(1) Receive and Discuss a Presentation on Pass-Through and Speeding Traffic Data for Various Parts of Culver City and Utilizing Big Data to Inform Deployments of Safety Improvements; and (2) Provide Comments to Staff

Andrew Maximous, Mobility and Traffic Engineering Manager, provided a summary of the material of record.

Chair Falter invited public comment.

The following members of the public addressed the Committee:

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

Marci Baun indicated being a PRCS Commissioner but sharing her own views; questioned how passthrough traffic was determined; discussed phone data; Culver City as being surrounded by Los Angeles on all sides and therefore inevitably going to experience pass-through traffic; she did not understand the issue with having people pass through Culver City; and she felt it made no sense to shut it down.

Marta Valdez was called to speak but was not present in person or online.

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

Philip Lelyveld discussed excluded data; anonymized phone data; tracking bike data to understand where bike paths are being organically formed; Culver City residents who commute outside of the City for work; single passenger trips; average travel time; understanding impacts to resident commutes; and the importance of taking resident concerns into account.

Michael Muson was called to speak but was not present in person or online.

A member of the public received clarification on how to obtain data for Overland and Kelmore.

Discussion ensued between staff and Committee Members regarding options to reduce speeding on National in overnight hours; ongoing efforts; effectiveness of improvements as part of Better Overland on reducing speeding; implementation of "rest in red"; the focus of the project on safety; uninhibited lanes of traffic; effective physical improvements; appreciation to staff for their work to get data; and a suggestion to add an easy to understand version on the Public Works website to provide transparency.

Additional discussion ensued between staff and Committee Members regarding pedestrian buttons; backups; the left turn signal at Braddock; excessive speeding during overnight hours; drive time; available data; data referenced in the staff report; the need to make a public records request to obtain specific data; the presentation about the ways of collecting data; clarification that there is no anti-passthrough traffic initiative; data that can be used to understand resident concerns and quantify traffic; addressing intrusion int areas that were not intended to handle significant traffic and quality of life concerns; parallel streets; Lucerne as taking much overflow traffic; appreciation for

the data; lived experience; making data-driven decisions; near-miss data vs. accident data; and existing conditions vs. desired conditions.

Further discussion ensued between staff and Committee Members regarding using tools to make the best decisions; projections to provide an idea of impacts; use of AI; observations of improvements in speed reduction in overnight hours with the use of "rest in red" traffic signals; alternative platforms for municipalities to obtain data; validation of data from consultants; accuracy scores; confidence level; and a suggestion to put in counters in areas where bike lanes will be installed.

o0o

Item A-5

Discuss Mobility-Related Projects in the Proposed Budget FY 2026-27

Alicia Ide, Senior Management Analyst, provided a summary of the material of record; discussed the breakdown of JPA (Joint Powers Authority) projects; right of way improvements; significant increase to the allocation on streets and to curb, gutter and sidewalk improvements; she encouraged Members to put in requests for their preferred alleys; and, responding to inquiry, she discussed tree canopy maintenance.

Andrew Maximous, Mobility and Traffic Engineering Manager, noted that no new money was being requested or allocated from certain sources.

Discussion ensued between staff and Committee Members regarding CIP projects getting allocations from the JPA fund; funding sources; projects under the category of Streets and Alleys; the Street and Right of Way Improvements category; projected grants; carryover funding; sidewalk repairs; tree roots at Keystone and Lebourget; amounts allocated; Bicycle and Pedestrian Action Plan implementation projects and Safe Routes to School projects; and the National Boulevard Engineering Study and Safety Improvement Project.

Chair Falter invited public comment.

The following members of the public were called to speak but were not present in person or online: Bryan Sanders, Marci Baun, Marta Valdez, and Melissa Sanders.

Additional discussion ensued between staff and Committee Members regarding the budget presented by the City Manager; numerous projects requested that were not funded; the ability of Committee Members to speak up for things they would like to see happen; City Council discretion to allocate funds; support for upgrading quick build projects; prioritizing connectivity in the bike network; clarification on which projects can make use of the Mobility Fund; and appreciation that the City Manager is prioritizing infrastructure.

o0o

Item A-6

Discuss and Approve a Committee Meeting Schedule for FY 2026-27

Discussion ensued between staff and Committee Members regarding new Members coming on board; potential conflicts; and the ability to make changes.

Chair Falter invited public comment.

Alicia Ide, Senior Management Analyst, noted that Bryan Sanders had signed up but did not appear to be online, and she reported that the website for online connect was not working.

MOVED BY MEMBER MORGAN AND SECONDED BY CHAIR FALTER THAT THE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE APPROVE THE COMMITTEE MEETING SCHEDULE AS INDICATED IN THE STAFF REPORT.

THE MOTION CARRIED BY THE FOLLOWING VOTE:

AYES: FALTER, GALANTY, LIBUSER, MARON, MORGAN
NOES: NONE
ABSENT: PARNAS

o0o

Public Comment for Items NOT On the Agenda (Continued)

Chair Falter invited public comment.

No requests to speak were received.

o0o

Committee Requests to Speak at City Council Meetings

None.

o0o

Items from Staff

Alicia Ide, Senior Management Analyst, discussed upcoming City Council meetings.

o0o

Items from Members

None.

o0o

Adjournment

There being no further business, at 9:29 P.M., the Bicycle and Pedestrian Advisory Committee adjourned.

o0o

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

APPROVED

Joel Falter
CHAIR, 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 Date
CITY CLERK