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

September 19, 2024
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 6:02 P.M. in the Dan Patacchia Meeting Room at City Hall and via Webex.

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

*Vice Chair Galanty arrived at 6:05 P.M.
**Member Libuser exited the meeting at 9:55 P.M.
***Member Morgan arrived at 6:05 P.M.

Absent: Hunter Salem, Member

Staff Present: Andrew Maximous, Public Works Mobility & Traffic Engineering Division Manager
Mate Gaspar, Public Works Engineering Division Manager
Ryan Hund, Transportation Planner
Alicia Ide, Public Works Management Analyst
Kate Saunders-Britton, Transportation Administrative Secretary

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Pledge of Allegiance

Member Twichell led the Pledge of Allegiance.

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Community Announcements from Members

Chair Sadd received clarification regarding appropriate items to include in community announcements; she reported requests for bike valets for events; discussed an accident involving a cyclist at the end of her street; and she proposed that discussion of accidents be a common topic for the BPAC to act as a repository for such information.

Member Campbell emphasized the importance of filing a police report when involved in an accident.

Member Morgan and Vice Chair Galanty joined the meeting.

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Updates from Subcommittees/Delegates/Members

Vice Chair Galanty indicated that no update was available for the Olympics Ad Hoc Subcommittee as no meetings had been held.

Alicia Ide, Management Analyst, reported that a list of Olympics topics had been released with a list of associated staff and departments.

Member Maron reported on the Tri-Schools Ad Hoc Subcommittee noting that he and Member Libuser had attended the CCUSD/Culver City Joint Liaison meeting and he discussed the update on the Safe Routes to School event planned at the Tri-School Campuses.

Discussion ensued between staff and Committee Members regarding changing drop off zones and possibly closing off streets around the High School for a special event; potential changes to traffic circulation; the process to add items to the agenda; City Council consideration of items; and follow up on items.

Chair Sadd reported on the recent meeting of the West LA College Ad Hoc Subcommittee; discussed delays to building housing on campus; mobility options; percentage of students online vs. in school; unused bike racks; students taking Uber from Ivy Station; sharing of information; and she noted there were exciting plans in the works.

Ryan Hund, Transportation Planner, indicated that he would provide information on buses that serve West Los Angeles College to Chair Sadd.

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Information Items from Staff

Alicia Ide, Management Analyst, discussed remaining City Council meetings for 2024 and items agendized that pertain to the BPAC; she encouraged BPAC Members to be present to accept the proclamation for Walktober; discussed International Walk to School Day; City Council discussion of the proposed Ince bike access ramp on August 12; the feasibility study; the ability of anyone to go back and watch the meetings; commendations for BPAC Members given at the August 26 meeting; Mobility Subcommittee meetings; click-bait email appearing to come from Culver City; training announcements; and the date of the next meeting.

Ryan Hund, Transportation Planner, provided an update on the planned September bus service change; discussed improvements made; return to pre-pandemic service; extension of the City Circulator to the City boundary at Washington and Fairfax; and Circulator frequency.

Discussion ensued between staff and Committee Members regarding encouragement to delete suspect email; additional information available at culvercitybus.com; and clarification that Line 6 goes to LAX.

Andrew Maximous, Public Works Mobility & Traffic Engineering Division Manager, discussed Safe Routes to School; changes made in response to feedback from the community; intersection improvement projects; use of quick-build materials; use of more aesthetically pleasing materials; and updates available on the website.

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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 discussed the new school year and changes to the way people are getting to school; cargo bikes; concern with drivers

entering the Elenda St bike lane; and he suggested putting a traffic cone at the entry way.

Michelle Weiner discussed safety concerns on the Ballona Creek Bike Path due to electric bikes; the Beloit Gate; Jackson Gate; people who want a crosswalk on the right side of the road at Cota and Jefferson; Safe Routes to School improvements; and those who want sharrows at Kinston on the south side of Jefferson.

Discussion ensued between staff and Committee Members regarding clarification that speed limits have not been established on the Ballona Creek Bike Path; additional discussion about the Ballona Creek Bike Path; and staff efforts to address issues with cars driving down the bike lane on Elenda St.

Connor Webb discussed concerns with the lack of crosswalks or a four-way stop at Lincoln and Braddock; crosswalks and four way stops in other adjacent areas; and, responding to inquiry, he clarified that he was referring to the area that goes along the park at Braddock.

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Receipt of Correspondence

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

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Consent Calendar Items

Item C-1

Approval of Minutes for the Bicycle and Pedestrian Advisory Committee Regular Meeting of July 18, 2024

MOVED BY MEMBER CAMPBELL AND SECONDED BY VICE CHAIR GALANTY THAT THE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE APPROVE MINUTES FOR THE REGULAR BPAC MEETING OF JULY 18, 2024.

THE MOTION CARRIED BY THE FOLLOWING VOTE:

AYES: CAMPBELL, FALTER, GALANTY, LIBUSER, MORGAN, SADD, TWICHELL
NOES: NONE
ABSENT: SALEM

ABSTAIN: MARON

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Action Items

Item A-1

Discussion and Staff Updates Regarding Use and Condition of Public Sidewalks

Chair Sadd introduced the item.

Alicia Ide, Management Analyst, discussed the kiosks project; the need for feedback about bike parking for events and throughout Culver City; use of public walkways for other things; information in the staff report from the July 18 meeting; understanding what is being asked of the kiodk vendors; the selection process; the two proposals received; consideration of proposals by Keyser Marston & Associates; City Council consideration of the summaries planned for the October 28 meeting; sharing of vendor information in the staff report; and encouragement to Members to attend a City Council meeting if they are interested in the issue.

Discussion ensued between staff and Committee Members regarding the inability of staff to make a presentation; consideration of potential conflicts between kiosks and various mobility needs; formulating a Committee recommendation on what the kiosks will do to the sidewalks; visual descriptions to explain the conflicts; waiting until the City selects a consultant; the RFP (Request for Proposals) in the agenda packet; scope of work; goals and direction of the study; concern with formulating an opinion before knowing what the project entails; concern that the City Council will approve a project before the BPAC can consider the proposed project; the advisory nature of the Committee; the feeling that kiosks are obsolete and what is being sold is an electronic billboard; a kiosk vendor that took a BPAC Member to lunch before they were sworn in and encouraged them to speak positively about kiosks at the City Council meeting a week later; noting that the kiosks were billboards that the City would receive revenue from them; restrictions on vendors reaching out to anyone associated with the City once proposals are submitted; agreement that BPAC has a point of view to be heard by the City Council; whether kiosks are necessary; existing conflicts with sidewalk usage; holding a neutral discussion; affects to average citizens; concern with creating more conflict; timing, vendor, and scope; and being mindful of eliminating potential revenue for the City.

Additional discussion ensued between staff and Committee Members regarding safety concerns; billboards that will take attention and distract people; the feeling that the decision to have the kiosks has already been made; focusing on placement in the safest locations; concern with scheduling of the item; looking at where the kiosks can provide the most community benefit; those people who do not have cellphones; average income of Metro riders; advertising attached to bus shelters; interactive kiosks; providing help with last mile connections; signage in Town Square; size of the screen; ad revenue; consideration of smaller, less obstructive devices; the ability to schedule a special meeting to discuss kiosks; the value of public announcements vs. revenue; the importance of being clear on any statement made on behalf of the BPAC; emphasizing size; the intent of kiosks to provide information to pedestrians; screen orientation toward pedestrians or toward drivers; and other items to be considered.

Mate Gaspar, Public Works Department Engineering Division Manager, discussed projects to replace uplifted sidewalks City-wide; funding by a Community Development Block Grant (CDBG); temporary fixes for uplifted sidewalks to prevent trip and falls; the focus on areas that lead to community centers or other areas where there are sidewalks with a lot of pedestrian traffic; Capital Improvement Projects (CIPs); other Public Works projects; staffing; the City arborist; evaluation of trees adjacent to sidewalks; installation of new sidewalks on the west side of Higuera St between Lucerne Ave and Hayden Pl and on Ocean Dr between Overland Ave and the pedestrian bridge; resident requests; continuing efforts; and replacement of trees that die with sidewalk friendly trees.

Discussion ensued between staff and Committee Members regarding the process for prioritization of sidewalk repair or replacement; use of student civil engineering interns; the ability to follow CIPs online; the new sidewalk installed at the southerly end of Coombs Park in response to community requests; encouragement for the public to be proactive in reporting concerns to engineering@culvercity.org or using the GoRequest app; repair methods; replacement trees; difficulty of using wheelchairs with flexible sidewalks; slope percentage; creation of a web-based database where people can upload information; information received through the long-standing program that allows for reporting of issues on the City website; project size; the inability to address all issues; conflicts between tree roots and sidewalks; support for the process; input from the BPAC; expectation management; funding; and the proposal for the next year.

Additional discussion ensued between staff and Committee Members regarding regular use of valet parking to address insufficient bike parking at community events; adding having a bike valet to the permit process under the mobility section; components of the bike valet process; use of the sidewalk by vendors; enforcement; support for micro-businesses; support for reducing conflicts between vendors and the City; conflict in Los Angeles; ensuring that conflict is not created with any potential recommendation made; concern with anything that impedes movement on a thoroughfare; real estate signs; concern with regulating one group and not another; research into who is responsible for enforcement; encouragement to alert staff to potential locations for permanent bike parking; bikerackmap.com in Las Vegas; submission of bike rack locations to the OpenStreetMap; cyclOSM; moving the bike racks to the cutout by Jamieson that will become a pickup/dropoff zone; the need for additional conversation on kiosks; and creating an all-inclusive perspective.

Chair Sadd invited public comment.

The following members of the public addressed the Committee:

David Coles expressed support for the description of the kiosks as digital billboards; discussed emphasizing the inconsistency of the City policy against billboards in a statement to the City; safety and aesthetics; lack of experience with having the fruit vendor on Duquesne Ave and Braddock Dr obstruct the sidewalk; and welcoming culture to the neighborhood.

Michelle Weiner expressed appreciation for the plan to hold a special BPAC meeting to consider kiosks; received clarification that the kiosk vendor information would become available with the release of the agenda before the October 28 meeting; and she asked whether the terms of the agreement would be made public before the contract is signed.

Discussion ensued between staff and Committee Members regarding the process; whether the City Council would negotiate the contract or just approve it; location; information that will be made available to the public; the item not going to any Commission, Board, or Committee (CBC); bringing an official directive from the BPAC to the City Council; purview of the BPAC; requesting that the item come before the BPAC before it moves forward; holding a special BPAC meeting before October 28; bicycle and pedestrian frameworks; lack of a precedent for a Committee to review a consultant or vendor proposal; the typical process; inviting the community to weigh in; having a special meeting to develop a

perspective; the process engaged in for micro-mobility; the ability of the BPAC to have a special meeting; the role of the City Manager; the direct change to the use of public space; the need for a quorum for a special meeting on October 24 at 6:00 p.m. with agenda items to include consideration of kiosks and sidewalk use; the sample from the companies included in the packet; the RFP; released information; the inability to invite the companies to make a presentation as the names have not been released; and unanimous consensus of those present that Vice Chair Galanty represent the BPAC at the September 23 City Council meeting to express the desire of the BPAC to consider the kiosks before the item goes before the City Council.

Connor Webb discussed solutions for sidewalk repairs and trees; removing a parking spot and routing the sidewalk around the tree; visibility issues; safety issues with kiosks in Santa Monica placed in Daylight Zones; he proposed forbidding any kiosks near intersections; discussed state law beginning on January 1, 2025 forbidding parking or stopping within 20 feet of crosswalks; use of that space as an ideal location for a bike corral; promoting pedestrian activity with sidewalk vendors; sidewalks as a destination rather than a thoroughfare; ensuring accessibility; support for preserving sidewalk vendors and the livelihood of the City; and responding to inquiry, he agreed to provide photos of kiosks in Santa Monica to staff.

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Item A-2

Receive an Update and Discuss the MOVE Culver City - Downtown Tactical Mobility Lane Project

Chair Sadd introduced the agenda item noting that the Committee was receiving an update, not discussing changes.

Ryan Hund, Transportation Planner, provided a summary of the material of record noting that Thomas Check could be contacted with questions relating to construction and general questions could be answered on the Frequently Asked Questions (FAQ) page at moveculvercity.com or by contacting staff.

Discussion ensued between staff and Committee Members regarding ensuring cyclists are notified of construction and advised of alternative routes; bus schedules; safety as the first priority for bus drivers; assessment windows; bike/bus lanes; staff agreement to share guidelines for shared facilities; the point at

which traffic is narrowed down to one lane in each direction; the separate signal phase at the intersection in front of Akasha; speed of buses vs. speed of bikes; spacing of traffic signals; placement of a crosswalk button at the Trader Joe's crosswalk; appreciation for bus driver training; proximity of buses in unprotected Class 2 lanes; encouragement to report uncomfortable encounters with Culver City buses; laws about how far people are supposed to pass bikes; the ability to pull footage to view incidents; drivers as required to follow the law; and removal of dedicated bike signals.

Chair Sadd invited public comment.

The following member of the public addressed the Committee:

David Coles asked about issues related to detours and the Next CCBus app.

Discussion ensued between staff and Committee Members regarding staff acknowledgement of issues and agreement to address them as soon as possible.

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Item A-3

Receive an Update and Discuss the Robertson Bus/Bike Lane Project

Andrew Maximous, Public Works Mobility & Traffic Engineering Division Manager, reported that the Robertson Bus/Bike Lane Project had been renamed the Robertson Complete Street Project and he provided an update.

Discussion ensued between staff and Committee Members regarding potential conflict with the bike lane and people getting off the bus; boarding islands at the Transit Center; eliminating the need for ramps; clarification that the program is not part of a pilot program and quick build materials are not being used; pedestrian amenities that would be added; grant requirements; tree planters and stormwater treatment features; delineation for the bike lane; the placeholder for bike lane protection style; drainage; and signage.

The following members of the public addressed the Committee:

David Coles was called to speak but had no comment.

Connor Webb felt that the proposed plan was far inferior to the previously proposed concept; discussed delays and safety concerns associated with the multiple two stage left turns added; lack of opportunity for cyclists to pass each other or ride next to their child; allowing people to go at their own speed; he proposed that if the plan in the staff report is used, railings to the pedestrian bus bay area should be added with marked crossings within the bike lane; and he expressed appreciation for the project and the hard work on it.

Discussion ensued between Mr. Webb and Committee Members regarding concern about two-way travel on the other side; the Expo Station as the key destination for most riders; the need to cross the street; adding light cycles for cyclists to get to the bike path; filling a gap in a Class 1 path; and benefits to maintaining the two-way facility.

Michelle Weiner expressed appreciation for the project; discussed support for signage; and she noted that cyclists were used to sharing the road and would manage.

Additional discussion ensued between staff and Committee Members regarding outreach to area property owners; driveway openings; conflict zone treatments; signage; road markings; the requirement that vehicles yield to cyclists and pedestrians; crosswalks for pedestrians in the bus bays; putting planters along the buffer to absorb particulate matter; responsibility for planter maintenance; the center turn lane analysis; allowing left turns out of through traffic; pros and cons of bike paths on either side; the importance of signage and clarifying pavement markings; support for adding trees to the area; removal of the porkchop at Washington; unanimous support for the project with the incorporation of suggestions and comments; and appreciation for all of the work.

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Item A-4

Receive an Update and Discuss the Culver Boulevard Bike Lane Project

Andrew Maximous, Public Works Mobility & Traffic Engineering Division Manager, indicated that the project name had been changed to the Connect Culver Boulevard Project and he provided a summary of the material of record for Options 1,2, and 3.

Discussion ensued between staff and Committee Members regarding placing the focus on the medians; shaving the medians rather than eliminating them; the bike path on the north side; other medians in the segment; differences in the plans financially; reasons for the medians; various options; street width; usable space; providing a quick build separation; intersection challenges; traffic moving through the area; providing various scenarios to consider; decreased parking; taking the Parks Plan into consideration; funding; slowing traffic with more narrow lanes; leaving the street as is and providing a complete lane for bicycles; traffic flow; potential increased cut-through traffic into the neighborhood; and the parking lot.

Andrew Maximous, Public Works Mobility & Traffic Engineering Division Manager, continued his summary of the material of record for Option 3 and he discussed cost estimates for the various options.

Additional discussion ensued between staff and Committee Members regarding crossovers required with Option 3; diagonal travel vs. going straight; parking for studio vehicles; communication with Sony; potential concerns with loss of street parking; a suggestion to put the cheapest options together, the middle options together, and the most expensive options together; and revised options.

Chair Sadd invited public comment.

The following members of the public addressed the Committee:

David Coles indicated that he was still digesting the options put forth but noted that unprotected bike lanes on such a busy street seemed unwise; he did not see the plastic bollards as providing any protection; proposed that the project would be a great opportunity to use narrow concrete that offers robust protection such as what is used in Santa Monica; he felt that narrowing car lanes should be considered as an option to get additional space and slow down traffic; and, responding to inquiry, he indicated that he saw no reason for short-term options.

Connor Webb expressed support for Option 3 with alterations; discussed cost; liability; standard parking lane width; use of substandard lane width; noted that four-foot bike lanes were only the minimum when they were not parking adjacent; discussed cyclists that have to ride outside of the door zone; narrowing traffic lanes; support for cycle tracks; he proposed that if the north side was done, that many crossings be added; he recommended keeping crossings raised to curb level for the western segment and adding

yield zones for vehicles; and he indicated he was looking forward to the project.

Michelle Weiner discussed problems with two-way cycle tracks due to the proliferation of electric bikes; concern with head on collisions; support for the protected bike lane; allowing eastbound cyclists to use the parking lot; unprotected bike lanes from Overland to Duquesne; and appreciation for having 6 feet over 4 feet.

Further discussion ensued between staff and Committee Members regarding concern with removing parking between Overland Ave and Duquesne Ave; directing bicycles to Braddock Dr for safety reasons; the Farragut Connector; the crucial area; ensuring safety for riders of all ages; erring on the side of protection; concern with making a significant detour through the neighborhood; continuing the protected bike lane on Culver Blvd; the shared bus/bike lane; speed of traffic; large vehicles on the main thoroughfare; agreement with the need for a protected bike lane; concern with providing a false sense of security to cyclists; intersections with a two-way cycle track on the Overland Ave/Duquesne Ave portion; raised crossings; T intersections; stop signs along the cycle track; potential development at Veterans Park; car speeds; feedback in support of protected lanes; concern with car entrances and traffic calming; Sony and parking; clarification that Option 2 has a six-foot bike lane with an undetermined buffer on the west side; Option 1; different types of protection; available forms of protections for different segments; identification of palatable options to move forward; ways to accommodate protected bike lanes on each side; trade-offs; clarification that getting rid of a lane of traffic is not being considered; the need to offer an option that provides protection; next steps; a suggestion to pair Option 2 for the western potion and Option 1 for the eastern portion; acknowledgement of issues on the north side of the street; feedback from the community that protection all the way through is necessary; a suggestion to remove parking and provide a one way protected cycle track heading east and use paint for a bike lane heading west next to the usually empty parking spots; the high conflict zone on the east side; the speed limit; the loss of either the medians or the parking; the seven-foot parking space and six-foot bike lane; the need for a wider bike lane if the bike lane is put near the curb; grades; regional benefit; working to identify local return monies; legacy projects; Olympic planning; and concern with reducing grant opportunity if moving forward with a hybrid project.

Chair Sadd asked that Committee Members read all materials provided, that everyone pay attention so the same questions are not asked repeatedly, and that comments that are made be additive, and she expressed concern with the length of the meeting.

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Item A-5

Formation of Ballona Creek Bike Path Ad-Hoc Subcommittee and Appointments Thereto

Chair Sadd discussed ad hoc subcommittees vs. standing subcommittees.

Member Libuser exited the meeting.

Discussion ensued between staff and Committee Members regarding dissolving general topic ad hoc subcommittees on a regular basis; Members with interest in serving; the suggestion to create an ad hoc subcommittee; having two Committee Members serve as staff liaisons; allowing the Committee to have more input into the planning process and provide more input earlier in the process; a suggestion to create two subcommittees: one to consider Duquesne Ave to Syd Kronenthal Park and the other to consider Ince Blvd and the bridge; a suggestion to make one subcommittee more open ended; resurfacing; the large bridge and ramp project; the Beloit Gate; the decision made by Public Works; dissolution of ad hoc committees each year; a suggestion to have a subcommittee for the Creek and a subcommittee for the bridge; project scope; discretion of subcommittee members on how much to press staff; projects moving forward in Culver City tied to Ballona Creek; different jurisdictions; accountability; ensuring that the work of the BPAC is being done; things the Committee has to do vs. things the Committee wants to do; opening up the scope; different projects within the scope of a subcommittee; the primary responsibility and focus of the subcommittee; complaints about the entry and exit onto Duquesne Ave; and allowable number of Members that can serve on a subcommittee.

Member Morgan moved to create a new Ballona Creek Bike Path Ad Hoc Subcommittee and appoint Members Morgan, Salem, and Twichell thereto.

Alicia Ide, Management Analyst, read the ad hoc subcommittee objective as listed in the staff report.

Member Morgan expressed support for the objective as read by staff.

MOVED BY MEMBER MORGAN AND SECONDED BY VICE CHAIR GALANTY THAT THE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE: CREATE A NEW BALLONA CREEK BIKE PATH AD HOC SUBCOMMITTEE WITH DEFINED OBJECTIVES AND TIME FRAME AND APPOINT MEMBERS MORGAN, SALEM, AND TWICHELL THERETO.

THE MOTION CARRIED BY THE FOLLOWING VOTE:

AYES: CAMPBELL, FALTER, GALANTY, MARON, MORGAN, TWICHELL
NOES: NONE
ABSENT: LIBUSER, SALEM
ABSTAIN: SADD

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Item A-6

(1) Review and Approve the Biannual Report to City Council of Bicycle and Pedestrian Advisory Committee Activities; and (2) Authorize Transmittal to City Council

Alicia Ide, Management Analyst, provided a summary of the material of record.

MOVED BY MEMBER MARON AND SECONDED BY MEMBER MORGAN THAT THE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE:

(1) APPROVE THE BIANNUAL REPORT OF ACTIVITIES BETWEEN JANUARY - JUNE 2024 AS REVISED; AND,

(2) AUTHORIZE TRANSMITTAL TO CITY COUNCIL.

THE MOTION CARRIED BY THE FOLLOWING VOTE:

AYES: CAMPBELL, FALTER, GALANTY, MARON, MORGAN, SADD, TWICHELL
NOES: NONE
ABSENT: LIBUSER, SALEM

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Public Comment for Items NOT On the Agenda (Continued)

Chair Morgan invited public comment.

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

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Member Requests to Agendize Future Items and Report to City Council

Discussion ensued between staff and Committee Members regarding location for the special meeting; upcoming agenda items; discussion or report back on the Safe Routes to School event; temporary bike parking in the downtown area, especially for events; enforcement of use of sidewalks; Police enforcement of mobility; the special meeting for kiosks; Committee agreement to keep the previous request for a discussion on the Daylighting Law; clarification that staff does not have the bandwidth to address micro transit this year; agreement to remove consideration of potential striping or curb cuts in certain areas for accessible drop/off pickup areas; staff agreement to provide an update on traffic plan for Tri-School area when information is available; and advising the City on the use of Daylighting Zones.

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Committee Requests to Speak at Upcoming City Council Meetings

Discussion ensued between staff and Committee Members regarding Committee consensus that Vice Chair Galanty speak at the September 23, 2024 City Council meeting to request that kiosks come to the BPAC for consideration.

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Items from Bicycle and Pedestrian Advisory Committee Members/Staff (Continued)

Alicia Ide, Management Analyst, discussed Committee Members who have not yet completed their ethics training.

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Adjournment

There being no further business, at 10:25 P.M., the Bicycle and Pedestrian Advisory Committee adjourned to a special meeting to be held on October 24, 2024.

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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

11 DEC 2024
Date