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

July 16, 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 6:12 P.M. in the Patacchia Meeting Room at City Hall.

Members Present: Joel Falter, Chair
Jack Galanty, Vice Chair
Greg Maron, Member
Travis Morgan, Member
Ben Parnas, Member
Adam Rich, Member
Kayhler Thomlinson, Member

Absent: Tamar Christensen, Member
Randall Fallows, Member

Staff Present: Thomas Check, Senior Traffic Engineer
Nicole Aquino, Assistant Engineer
Alicia Ide, Senior Management Analyst

o0o

Pledge of Allegiance

Chair Falter led the Pledge of Allegiance.

o0o

Community Announcements by Members

Alicia Ide, Senior Management Analyst, noted that this item was an opportunity to tell the community and Committee Members about mobility-related items.

Member Morgan discussed Ciclavia on July 19.

Vice Chair Galanty noted that Bike Culver City would be riding to Ciclavia and meeting at 9:00 a.m. on July 19 by the film sculpture fountain.

o0o

Updates from Subcommittees/Delegates

Vice Chair Galanty reported that the Olympics Planning Ad Hoc Subcommittee meeting had been postponed.

Member Morgan reported that the Tri-School Area Safe Routes to School Ad Hoc Subcommittee had not met since the last meeting.

Chair Falter reported that no updates were available for the Olympics Planning Ad Hoc Subcommittee or the Ballona Creek Bike Path Projects Ad Hoc Subcommittee.

Discussion ensued between staff and Committee Members regarding opening up the Beloit Gate; jurisdiction; and communication with Vice Mayor Fish and Mayor Puza regarding status of the Beloit Gate.

o0o

Information Items from Staff

Staff agreed to hold their comments to the end of the meeting.

o0o

Public Comment - Items NOT on the Agenda

Chair Falter read the statement regarding hate speech and meeting decorum and procedures for public speaking noting that everyone had two minutes to speak.

The following members of the public addressed the Committee:

Monica Richardson provided background on herself; asked that the Better Overland project be paused and wanted crosswalks added; discussed changes in Culver City over time; a video she took of EMTs responding in front of The Plunge; space that will not be available once the protected bike lane is put in; injuries to pedestrians from sidewalks that need to be repaired; she wanted to see the Committee take pedestrians into consideration; she noted that the Fire Marshal had not signed off on the Better Overland Project; she indicated being a cyclist and participating in

multiple Ciclavias; and she discussed the water main break in West Hollywood.

Bryan Sanders noted that the Culver City Bicycle Action Plan (BPAP) had been adopted in 2010; discussed identification of Elenda Street as a proposed neighborhood greenway; money spent on the Tri-School Mobility Study that came to the same conclusion as previous analyses; the historical Elenda residential neighborhood district; wanted to see potholes and cracked sidewalks repaired, alley drainage improvements, stormwater infrastructure, raised crosswalks near schools, and mature tree canopies preserved; discussed implementation of the recommended neighborhood greenway; and he asked the City to follow the study, implement the data, and invest in the neighborhood.

Debbie Gambino discussed similar goals but different paths to get there; simple, cost-effective ways to implement change in steps; she proposed painting the bike lanes with green paint; discussed signage placement; her fall as a pedestrian; helping a person in a wheelchair who fell over into Overland because of sidewalk damage that persists; she wanted to see the police department ticket cyclists; and she reported recently seeing a cyclist making a left turn on a red light.

Marta Valdez provided copies of a police report presented to the Mobility Subcommittee that did not indicate that Overland was dangerous to cyclists; discussed five vehicle vs. bike collisions in Culver City in 2025; asserted that there were false statements submitted in the grant submitted to Metro for the Overland project; she felt that bike lanes should be visible and potholes fixed; noted the need to support pedestrians; and she cited lawsuits that were costing Culver City money.

Marci Baun indicated being a Parks, Recreation and Community Services (PRCS) Commissioner speaking on her own behalf, echoed encouragement to check with Ciclavia noting a massive sinkhole on Sunset Boulevard leading to an indefinite closure; discussed her observation of sidewalks that are falling apart; issues with replacement of concrete sidewalk with tiles; and she proposed putting a stoplight where the Bike Path comes out to make things safer for pedestrians and cyclists.

Member Morgan reported that Ciclavia was unaffected by the water main break.

Alicia Ide, Senior Management Analyst, noted that Culver City had begun plans to make significant improvements to the sidewalks; discussed prioritization; encouraged people to report sidewalk

locations with issues to the City; and noted areas of Culver City slated to be repaved included two alleyways in the Tri-School area.

Discussion ensued between staff and Committee Members regarding available ways to contact Culver City to report issues; real time results; a recent presentation on planned sidewalk projects; and assurance that sidewalk repair is taken seriously.

o0o

Receipt and Filing of Correspondence

Chair Falter summarized correspondence received noting that all pertained to the historic Elenda neighborhood district supporting study findings but opposing a bike lane and he noted that the correspondence was available for review.

MOVED BY MEMBER MORGAN AND SECONDED BY VICE CHAIR GALANTY THAT THE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE RECEIVE AND FILE CORRESPONDENCE.

THE MOTION CARRIED BY THE FOLLOWING VOTE:

AYES: FALTER, GALANTY, MARON, MORGAN, PARNAS, RICH, THOMLINSON
NOES: NONE
ABSENT: CHRISTENSEN, FALLOWS

o0o

Consent Calendar Items

Item C-1

Approval of Minutes of the Bicycle and Pedestrian Advisory Committee Regular Meeting on May 21, 2026

Chair Falter invited public input.

The following member of the public addressed the Committee:

Bryan Sanders requested an alternative process for remote meeting participation; noted that the minutes reflected people unable to participate at the previous meeting due to connectivity issues; discussed reasons residents need to participate online; loss of limited opportunity to participate in local government; he proposed that the Committee agendize discussion of potential alternatives or a contingency plan to prepare for future technical issues to ensure that constituents can be heard; and he asserted

that achieving democracy should not have to rely on a WiFi connection.

Discussion ensued between staff and Committee Members regarding previous issues with the Culver City meeting webpage; providing a backup location where links are available; management by the City Clerk's Office; and staff apologies for issues at the previous meeting.

MOVED BY MEMBER MORGAN AND SECONDED BY VICE CHAIR GALANTY THAT THE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE APPROVE MINUTES FOR THE REGULAR MEETING OF MAY 21, 2026.

THE MOTION CARRIED BY THE FOLLOWING VOTE:

AYES: FALTER, GALANTY, MARON, MORGAN, PARNAS, RICH, THOMLINSON
NOES: NONE
ABSENT: CHRISTENSEN, FALLOWS

o0o

Action Items

Item A-1

Oath of Office for New and/or Re-Appointed Members of the Bicycle & Pedestrian Advisory Committee for 2026-27

Travis Morgan, Adam Rich, and Kayhler Thomlinson took the Oath of Office.

Alicia Ide, Senior Management Analyst, provided forms for new Members to sign.

Thomas Check, Senior Traffic Engineer, introduced Assistant Engineer Nicole Aquino and indicated that Andrew Maximous was no longer with Culver City.

Committee Members and staff provided background on themselves.

Chair Falter invited public comment.

The following member of the public addressed the Committee:

Bryan Sanders congratulated new Committee Members; hoped they would approach every issue with curiosity rather than certainty, questions rather than assumptions, and evidence rather than

predetermined conclusions; discussed public trust; and he expressed gratitude and best wishes to the new Committee Members.

o0o

Item A-2

Receive and Discuss an Update Regarding Mobility Projects

Thomas Check, Senior Traffic Engineer, provided a summary of the material of record; discussed the Better Overland Project; the Safer Fox Hills Project; the Traffic Signal Battery Backup System; LPI (Leading Pedestrian Interval) upgrades; signalized intersection safety improvements; fiber optic upgrades; annual capital projects; Overland Avenue high friction surface treatments; implementation of the BPAP; Citywide daylighting; the Tri-School Mobility Study; community engagement; the NACTO (National Association of City Transportation Officers) guide; clarification that tree removal was never considered on Elenda; potential Elenda concepts; and funding.

Discussion ensued between staff and Committee Members regarding clarification that the presentation was sent to Committee Members; availability of the presentation on the website; planned sidewalk repairs; and encouragement to watch the Standing Mobility Subcommittee meeting to hear their comments after their receipt of the same presentation.

Chair Falter invited public comment.

The following members of the public addressed the Committee:

Bryan Sanders discussed the small minority of people focusing on a protected bike lane; the need to look at the whole area; connectivity to other streets; the Sepulveda project; understanding how things fit together; cut-through traffic; emissions; he encouraged continued resident engagement on issues like neighborhood circulation, cut-through traffic, storm water infrastructure, alley drainage, and sidewalks; expressed support for raised crosswalks; discussed preservation of the tree canopy; different ways public engagement is important; a recent Public Works project focused on pedestrian improvement where trees had been slated for removal; and he asked that Culver City follow data.

Debbie Gambino expressed appreciation for the presentation; echoed comments about following the data; discussed the recommendation from Andrew Maximous of no hard bike lanes based on data; felt that adding extra crosswalks was unnecessary in the downtown area

and was not a wise way to spend money; and she expressed support for putting the traffic signal on Overland at the Bike Path.

Discussion ensued between Senior Traffic Engineer Thomas Check and Debbie Gambino as to whether Andrew Maximous had made a recommendation.

Marta Valdez noted that if they truly wanted community input, they should get recommendations from the Disability Advisory Committee (DAC); she discussed previous community input requested for different project options without an option to choose no project; and she expressed appreciation for providing an option for no build.

Marci Baun, a PRCS Commissioner speaking on behalf of herself, reported living adjacent to the schools on Elenda; discussed traffic volume at different times; consultant data indicating that building bicycle infrastructure was not necessary; removal of parking from people who rely on street parking; concern with the amount of bike lanes in Fox Hills; increased apartments in the area; and lack of parking around Fox Hills Park that make access difficult.

Discussion ensued between staff and Committee Members regarding the fact that there is a disability representative on BPAC; concern with lack of consideration for cyclists by drivers; support for having designated space for cyclists on major thoroughfares; providing options; families who feel uncomfortable riding on major thoroughfares; broadening safety for all levels and abilities with protected lanes; appreciation for the presentations; pedestrian opportunities and safety; unanimous City Council approval of the project; number of people who ride their bikes to school using Ballona Creek infrastructure vs. the number of people who use Elenda to get to school; reshaping the area commute; information that supports investment in the safest way for people to get to school; parental obligations; time spent driving back and forth to school; 87% of people who voted for change; determining the most advantageous change for the community; Class 4 protective bike lanes as an essential element to move kids to school safely, reduce traffic and carbon emissions, and improve the quality of life for the entire community with minimal impact; seven homes on the west side impacted by the changes vs. value to the entire community; support for the engagement done; and opportunity for people to provide input.

Additional discussion ensued between staff and Committee Members regarding different Member experiences riding bicycles in Culver City; varying rider experience levels; support for a Class 3

system; proximity to three major schools; mobility plans; making personal mobility a larger part in the future; encouragement for more people to find alternative ways to get to school with something tangible to encourage alternates; making accommodation for people with disabilities in the design; appreciation that the Overland project extends toward the Slauson/Hannum intersection; limited car and bicycle parking in Fox Hills; new bike racks planned for the Better Overland/Safer Fox Hills project; the ability to request more bicycle parking; narrow sidewalks; clarification that road widths would not be changing; grant-funded safety improvements at the Washington/Inglewood intersection; changes at Culver and Sawtelle; difficulty of a cycle track on the northern half of Elenda; ensuring facilities make sense; and a suggestion to provide pedestrian only intervals.

Further discussion ensued between staff and Committee Members regarding support for adding more bike lanes to fill in gaps and improve safety conditions; making bike lanes a brighter color; considering connections to Sepulveda and thinking about where people are coming from; getting input from students and taking lived experience into account; connectivity; Overland as the only north/south thoroughfare; bike lanes on Sepulveda south of Culver City; a proposed project north of Culver City; parking protected bike lanes near the park; slip lanes as creating dangerous conditions for pedestrians; changes to CEQA (California Environmental Quality Act); Level of Service vs. Vehicle Miles Travelled (VMT); changing methodology over the years; data indicating drivers in slip lanes do not yield to pedestrians in crosswalks and fewer right lane crashes occur when slip lanes are removed; percentage of the time when the street is not considered safe; recommendations for streets with schools; insufficiency of Class 2 lanes; pick up and drop off times when painted lanes are the most likely to be obstructed; lack of visibility; normal developmental characteristics; FHWA; requiring children to make adult-level judgements; inapplicability of general data to school conditions; speeds; and average speeds vs. outliers.

Additional discussion ensued between staff and Committee Members regarding providing information to keep the community better informed; difficulty with communication for the Better Overland and Safer Fox Hills projects; the intent to create an app for the web with an interactive map; misinformation in the community; building out to create greater connectivity; consideration of more all-way crossings; pedestrian activity downtown; allowing people to cross in one signal phase; improving pedestrian safety; providing a better quality of life with reduced traffic; trash collection done through the alley; people putting trash cans in the bike lanes; and cut outs in the concrete curb.

Further discussion ensued between staff and Committee Members regarding conceptual plans; engagement with the BPAC and the Mobility Subcommittee; Rectangular Rapid Flashing Beacons; ensuring that streets are protecting the most vulnerable; relieving the stress of driving a car; the light in front of the library; renderings of the streetscape; engineering plans; and the feeling that it is more impactful to connect people with specific project locations.

o0o

Item A-3

(1) Discuss and Provide Staff with Input Regarding Potential Changes to the Body Name and Purpose; and (2) Review Bylaws and Recommend Changes

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

Discussion ensued between staff and Committee Members regarding support for expanding the role and the purview of the Committee; changing title to the Mobility Advisory Committee; and support for creation of a subcommittee to look at potential changes to the bylaws.

Chair Falter invited public comment.

The following members of the public addressed the Committee:

Bryan Sanders discussed his opposition to expanding the purview of the BPAC; people who applied to serve on the body with its name, defined mission, and subject matter jurisdiction; others who would have wanted to apply to a more broadly defined Mobility Advisory Committee; previous necessity to remind the BPAC to operate within its bylaws; failure to adhere to laws of the state of California; and the need for a new transparent public process rather than just changing the name and expanding duties.

Marta Valdez echoed comments made by the previous speaker and asked that the community be allowed to make the decision on whether to expand.

Tamar Fuhrer noted that much of what Culver City is doing goes beyond bicycles and pedestrians but expanded discussions only go through the Mobility Subcommittee; discussed lack of opportunity for discourse; support for a citizen-led committee to allow for

consideration of all areas of transportation; and benefits to looking at all transportation issues with a broader range.

Discussion ensued between staff and Committee Members regarding the request for a recommendation from the Committee to the City Council; the decision of the City Council; implementation of any changes in July 2027; support for studying the item and taking a multi-modal approach; alignment of CBCs (Committees, Boards, and Commissions) with City Council subcommittees; precedent; surrounding cities with similar bodies; committees vs. commissions; City Council subcommittees; broadening the scope of what the BPAC can discuss; making it clear that the BPAC would not be solving technical challenges; specific topics and issues considered by the BPAC; projects undertaken by a variety of departments that could benefit from BPAC consideration; benefits of hearing from users; bus/bike shared infrastructure; use of the shared space; the Connect Culver Boulevard project; connectivity; the mobility network; bus stop design; how people are being served; parking; and alignment with what is under the purview of the Mobility Subcommittee.

o0o

[Item taken out of order]
Items from Members

Discussion ensued between staff and Committee Members regarding consideration of this item earlier in the meeting; the opportunity to bring up items with staff; the water main break in West Hollywood; the update to the bus system; challenges around bus ridership; school routes; free TAP cards; access to green spaces; lack of bike racks at Fox Hills Park; the Culver Boulevard linear park; pedestrian accessibility; ADA (Americans with Disabilities Act) ramps; challenges getting to Baldwin Hills; green spaces that are not official parks; the parkette in Fox Hills; the ability to request a presentation; the park planning process; encouragement for Members to do research; information available on the website; the Parks Plan; the ability for anyone to participate in the planning process; communicating specific requests; the request from the Mobility Subcommittee for a more streamlined process for street improvements that was forwarded to the Governance Subcommittee; clarification that there is not a Governance Advisory Committee; internal processes; procurement limits; funding and the process to update the BPAP; anticipated timeline; improvements to the scientific nature of the street design; aligning the BPAP with BPAC expansion; pedestrians on the Class 1 bikeway on Culver; and signage.

o0o

Item A-4

Selection of the Bicycle and Pedestrian Advisory Committee Chair and Vice Chair for 2026-2027

Chair Falter invited public comment.

The following member of the public addressed the Committee:

Bryan Sanders congratulated appointees in advance; discussed mission and bylaws; the system; connectivity; homes on Elenda without driveways; the suggestion that people can use their garages as not aligning with City policy of encouraging garage conversion into Accessory Dwelling Units (ADUs); promoting conversion of garages while assuming garages can serve as replacement parking when on street parking is considered for removal; alleys as an inadequate substitute; he hoped that the next Chair and Vice Chair would insist on consistency across City policies; and he noted the need for transparency with a balanced understanding of the public right of way.

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

Member Morgan thanked Chair Falter for his service; discussed precedent for having a rotating Chair similar to the mayor on the City Council; and he nominated Vice Chair Galanty to serve as Chair.

Chair Falter expressed support for allowing others to have experience in leadership and expressed appreciation to staff for their guidance.

MOVED BY MEMBER MORGAN AND SECONDED BY MEMBER RICH THAT THE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE APPOINT JACK GALANTY TO SERVE AS CHAIR OF THE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE FOR 2026-2027.

THE MOTION CARRIED BY THE FOLLOWING VOTE:

AYES: FALTER, GALANTY, MARON, MORGAN, PARNAS, RICH, THOMLINSON
NOES: NONE
ABSENT: CHRISTENSEN, FALLOWS

Chair Galanty nominated Member Morgan to serve as Chair.

Member Morgan indicated willingness to serve noting that he anticipated that he would only be serving two more years on the Committee.

MOVED BY CHAIR GALANTY AND SECONDED BY MEMBER RICH THAT THE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE APPOINT TRAVIS MORGAN TO SERVE AS VICE CHAIR OF THE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE FOR 2026-2027.

THE MOTION CARRIED BY THE FOLLOWING VOTE:

AYES: FALTER, GALANTY, MARON, MORGAN, PARNAS, RICH, THOMLINSON
NOES: NONE
ABSENT: CHRISTENSEN, FALLOWS

o0o

Item A-5

(1) Dissolution of Tri-School Area Safe Routes to School and Ballona Creek Bike Path Projects Ad Hoc Subcommittees; (2) Creation of New Ballona Creek Bike Path Ad Hoc Subcommittee; (3) Discussion of Creation of Other New Ad Hoc Subcommittees; and (4) Appointments to New Ballona Creek Bike Path Ad Hoc Subcommittee and to Continuing National Boulevard Ad Hoc Subcommittee and Continuing Olympics Planning Ad Hoc Subcommittee

Alicia Ide, Senior Management Analyst, provided a summary of the material of record; discussed the Olympics Planning Ad Hoc Subcommittee of the City Council; the request by the Mobility Subcommittee that National Boulevard be improved and the feasibility/engineering study; and the need for subcommittee members to be proactive.

Chair Falter invited public comment.

The following member of the public were called to speak:

Bryan Sanders expressed support for dissolving the Tri-School Area Safe Routes to School Subcommittee as the specific assignment had been completed; he noted that the end of the subcommittee did not mean the end of resident participation or the loss of the broader systems perspective developed through the process; noted that the Tri-School area is a connected neighborhood system; discussed other important issues to be considered; resident engagement; and the importance of treating residents as partners to develop ideas.

Discussion ensued between staff and Committee Members regarding continuing the National Boulevard Subcommittee as well as the Tri-School Area Safe Routes to School Subcommittee until modifications are complete; the ability to create and dissolve subcommittees at any time; original formation of the Tri-School Area Subcommittee to support the study; continuing the Subcommittee until the study actually concludes; a request for parking data to continue the evaluation of impact; jurisdiction issues with the Ballona Creek Bike Path Ad Hoc Subcommittee; accountability; relationships between different cities; understanding relationships and how communication is happening; Connect Del Rey; support for agendizing creation of a new subcommittee; water on the Bike Path; communication with the Mayor; the project from Duquesne to Syd Kronenthal; subcommittee purview to advocate adding items to the budget; the proposal to add a ramp at Ince; providing a safer exit off the Bike Path at Duquesne; the Olympics Planning Ad Hoc Subcommittee; absent Committee Members; the need to use City email; and unanimous Committee consensus was achieved to agendize consideration of creating an Cross-Jurisdictional Subcommittee and a Bylaws Subcommittee and current Members Chair Galanty and Member Falter will remain on Olympics Planning Ad Hoc Subcommittee.

MOVED BY CHAIR GALANTY AND SECONDED BY MEMBER PARNAS THAT THE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

1. DISSOLVE BALLONA CREEK BIKE PATH PROJECTS AD HOC SUBCOMMITTEE; AND,

2. DISSOLVE BALLONA CREEK BIKE PATH AD HOC SUBCOMMITTEE FOR 2025-2026 AND CREATE NEW BALLONA CREEK BIKE PATH AD HOC SUBCOMMITTEE FOR 2026-2027; AND,

3. APPOINT MEMBERS MARON AND THOMLINSON TO THE TRI-SCHOOL AREA SAFE ROUTES TO SCHOOL AD HOC SUBCOMMITTEE; AND,

4. APPOINT MEMBERS FALTER AND RICH TO THE NATIONAL BOULEVARD AD HOC SUBCOMMITTEE; AND,

6. APPOINT MEMBERS FALTER AND PARNAS TO THE BALLONA CREEK BIKE PATH AD HOC SUBCOMMITTEE.

THE MOTION CARRIED BY THE FOLLOWING VOTE:

AYES: FALTER, GALANTY, MARON, MORGAN, PARNAS, RICH, THOMLINSON
NOES: NONE
ABSENT: CHRISTENSEN, FALLOWS

o0o

Item A-6

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

Chair Falter invited public comment.

The following member of the public addressed the Committee:

Bryan Sanders noted that the presentation slides for the Class 4 facility on Elenda Street was not a recommendation, but rather an analysis of the trade-offs; discussed demonstration of the significant impacts that the proposed facility would have on the neighborhood including removal of on-street parking and mature street trees; blurring the distinction between personal policy preferences of Committee Members and the documented presentation; the intent to inform decision-making rather than make a recommendation; the consultant recommendation for a different context-sensitive approach; distinguishing between the findings of the study and the opinions expressed during deliberation; individual policy preferences; and preserving the distinction to maintain the integrity of the technical study.

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

Discussion ensued between staff and Committee Members regarding difficulty accessing attachments to the staff report; changes to the draft to indicate the new Chair and Vice Chair; and clarification that the report only covers January through June 2026.

MOVED BY MEMBER MORGAN AND SECONDED BY MEMBER PARNAS THAT THE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE APPROVE THE BIANNUAL REPORT OF ACTIVITIES BETWEEN JANUARY - JUNE 2026 WITH THE NEW CHAIR AND VICE CHAIR REFLECTED.

THE MOTION CARRIED BY THE FOLLOWING VOTE:

AYES: FALTER, GALANTY, MARON, MORGAN, PARNAS, RICH, THOMLINSON
NOES: NONE
ABSENT: CHRISTENSEN, FALLOWS

o0o

Public Comment for Items NOT On the Agenda (Continued)

Chair Falter invited public comment.

The following member of the public addressed the Committee:

Bryan Sanders discussed the Neighborhood Greenway on Elenda as part of the Culver City planning conversation for almost 20 years; updating the BPAP; building on the work of what has already been done rather than revisiting settled engineering conclusions; the need for planning documents to work together; engineering studies; policy plans; overwriting technical findings; ADU policies; on street parking; ensuring policies reenforce one another rather than contradicting each other; building confidence with consistency; participation in neighborhood processes; and building trust.

o0o

Committee Requests to Speak at City Council Meetings

None.

o0o

Items from Staff (Continued)

Alicia Ide, Senior Management Analyst, discussed the process to add items to an agenda; agenda formation in weeks before the meeting; ethics training; the inability of Committee Members to talk to more than one or two fellow Committee Members about BPAC issues outside of meetings; avoiding a chain of communication; subcommittees; the need to use City email for all Committee business; discouragement from forwarding City email to your personal email; involving City business in personal email that becomes part of the public record; discouragement from using cell phones during meetings; people removed from the Committee due to missing meetings; and the need to alert staff about any absences in advance.

o0o

Items from Members (Continued)

Chair Galanty failed to receive consensus to agendize a discussion on pedestrians on the Culver Boulevard Class 1 bikeway.

Discussion ensued between staff and Committee Members regarding the Culver Median Path; signage; and a suggestion to communicate with Public Works Environmental Programs and Operations Division.

Member Maron received consensus to request a report on planned activities for the Safe Routes to School program noting an additional Elenda Street closure planned for the fall.

Alicia Ide, Senior Management Analyst, discussed upcoming City Council meeting dates and the September 29 Mobility Subcommittee meeting.

oOo

Adjournment

There being no further business, at 10:09 P.M., the Bicycle and Pedestrian Advisory Committee adjourned to September 17, 2026.

oOo

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

APPROVED

Jack Galanty
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
CITY CLERK

Date