

Why then open the Jackson Maintenance Gate?

1. Supporters of opening this gate state that this residential entrance is “safer” for children to access to go to school. We dispute that.

- A) The extreme narrowness of this street and the position of several neighboring driveways that butt up against the gate—which are impossible to move--create several BLIND SPOTS. That poses a serious safety risk to all those who would use it, as well as any nearby residents. It will be impossible for residents living closest to the gate to see cyclists—especially younger ones---while exiting their own driveways, which creates a high risk for accidents. The City states that they will install mirrors, but in reality youngsters can get distracted and middle school through high school age (who most likely will not be supervised)—can act impulsively. **The City also says they can design the gate entrance in such a way that cyclists entering the bike path will be forced to completely STOP in order to pass through the gate. BUT THAT WILL NOT STOP THE CYCLISTS ALREADY ON THE PATH WHO ARE PUMMELING 30 mph AROUND THE CURVES FROM POTENTIALLY HITTING USERS ENTERING FROM A DEAD STOP! That is like entering the 405 freeway at Sunset without a RAMP!** There are long ramps at Overland and Duquesne and with clearer sightlines. So the possibility of minors, less experienced riders and even pedestrians getting hurt, maimed, or even killed is a real possibility and poses not just trauma for the individual and the community, but a serious fiscal liability for the CITY. **Furthermore, not only is Council being advised by the BPAC to open the Jackson gate, but they are actually considering opening it 24/7. The major reason being proposed is that school age children can use the gate to access school—(which they can already do via Overland, Duquesne, and Farragut). PLEASE TELL US WHAT KINDERGARTENERS THROUGH HIGH SCHOOLERS GO TO SCHOOL AT MIDNIGHT!!!!** Another supposed reason is that it gives commuters greater access to businesses, errands, and work. Really—at 2 in the morning?!

2. Supporters claim that opening the gate promotes Route protection. Quite to the contrary. As already stated above, although it may be more convenient for busy parents to have their kids enter from a nearby residential street, it is actually again:

- (a) Not safer to enter from Jackson due to the lack of a ramp that might allow for safely, gradually entering and exiting. Instead entering from a dead stop thrusts the rider or pedestrian directly in the path of oncoming cyclists.
- (b) **Along Farragut—out in the open—minors can more easily be supervised and there are many more adults nearby to assist them if they fall or need help. This is the safe route to the school campus used by students in this neighborhood for decades.**
- (c) Some Teens -- who tend to be at that stage where they feel indestructible--are more likely to use or glance at their cell phones and be distracted, or use headphones when off by themselves on this secluded path rather than when out in the open on surface streets where there are other parents/adults to call them out.
- (d) Out on the surface streets minors are more likely to keep their helmets ON and stay alert. We have witnessed minors take off their helmets while riding on the bike path and tie them to their handle bars while often cycling 2-3 across rather than single file even when pedestrian/cyclists approach from the opposite direction.
- (e) **The physical condition of the bike path itself—uneven shoulders, lack of fencing, broken fencing, wire fencing that is so widely spaced that even if not broken a young child could still easily slip through. These conditions present dangers of youngsters slipping and falling down the steep, rock side of the creek pathway. We have actually witnessed more than one near disaster.**

- (f) **Indeed, it is important to note that there are several Culver City areas near Jackson where the pathway barely meets the width requirements that CAL TRANS strongly recommends for a two-way pedestrian/bike path along a waterway (8-10 feet across not including even & well maintained 2 feet shoulders on each side, that is moderately used AND if there is significant use and/or use by children or inexperienced riders, then the width "SHALL" be 10-12 feet across.**
- (g) **The lack of signage and lack of enforcement of existing regulations along this path—skate boarders crowding the area, motorbikes illegally using the path, pedestrians walking their dog(s)—with tangled leashes or worse yet (we've seen) dogs being walked unleashed—already imposes risks, and all while there is no authorized entity to stop them or impose warnings or consequences that might deter risky behaviors. Now add heavier traffic and inexperienced riders to this mix.**

NO, we sincerely believe there is a better safer way.