

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

June 18, 2020  
6:00 P.M.

**Call To Order & Roll Call**

Chair Leist called the special meeting of the Culver City Bicycle and Pedestrian Advisory Committee to order at 6:15 P.M. via WebEx Events.

**Members Present:** Andrew Leist, Chair  
Michelle Weiner, Vice Chair  
Ann Diga Jacobsen, Member  
George Montgomery, Member  
Art Nomura, Member  
Samantha Shanman, Member  
Robyn Tenensap, Member  
Dane Twichell, Member

**Absent:** Phillip Hernandez, Member

**Staff Present:** Charles Herbertson, Public Works Director  
Heba El-Guindy, Mobility and Traffic  
Engineering Manager  
Joe Susca, Senior Management Analyst  
Alicia Ide, Management Analyst

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**Pledge of Allegiance**

Andrew Leist led the Pledge of Allegiance.

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**Public Comment for Items NOT On the Agenda**

Chair Leist invited public comment.

No public comment was received.

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**Receipt and File Correspondence**

Alicia Ide, Management Analyst, reported that no correspondence had been received prior to the meeting.

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**Consent Calendar Items**

Item C-1

**Approval of Minutes for the November 21, 2019 and January 16, 2020 Bicycle and Pedestrian Advisory Committee Meetings**

MOVED BY MEMBER TWICHELL AND SECONDED BY MEMBER MONTGOMERY THAT THE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE APPROVE MINUTES FOR THE NOVEMBER 21, 2019 AND JANUARY 16, 2020 BPAC MEETINGS AS SUBMITTED

AYES: LEIST, MONTGOMERY, NOMURA, SHANMAN, TENENSAP,  
TWICHELL, WEINER  
NOES: NONE  
ABSENT: HERNANDEZ  
ABSTAIN: DIGA JACOBSEN

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**Order of the Agenda**

No changes were made.

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**Action Items**

Item A-1

**Safe Routes to School Project Update Regarding Improvements in the Areas of El Rincon Elementary School, as well as the Area Surrounding Farragut Elementary, Culver City Middle and Culver City High Schools**

Heba El-Guindy, Mobility and Traffic Engineering Manager, provided a summary of the material of record including an update on improvements around El Rincon Elementary School focused on enhancements to signage, pavement markings and construction of curb ramps where missing; discussed scope of improvements; encouraging drivers to stay within their travel lanes including along curves; consultations with the Schools Safety Team; ongoing grant applications; bicycle facilities and pedestrian improvements; separated/protected bike lanes along segments with limited access points; parking on the outside of the separated bike lanes; redesign of the intersection of Kelmore/Ranch/Overland and provision of a channelizing island; crossing and marking enhancements; ensuring connectivity of the school with the other side of the Creek; implementation of plans; and she offered supplying a link to the plans of assessed schools to the Committee Members.

Discussion ensued between staff and Committee Members regarding clarification that no lanes would be taken away from Freshman to Playa; transitions; a two way cycle track versus protected bike lanes on both sides of the street; signal modifications and bike detection; support for not requiring cyclists to change sides of the street; the timeline for the Active Transportation Grant; low income areas; Culver CityBus and connections to transit hubs at the northerly and southerly ends; first and last mile connections; transit serving disadvantaged communities outside of Culver City; West LA College; online learning; lab attendance at the Cinema Studio in the new building; and the potential to include the future student population in the grant.

Chair Leist invited public comment.

Joe Susca, Senior Management Analyst, indicated that no public comment had been received.

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Item A-2

**Proposed Metro Bikeshare Program Updates, Revised Station Locations, Smart Bike Presentation and Discussion**

Heba El-Guindy, Mobility and Traffic Engineering Manager, provided a summary of the material of record including an overview of the proposed Metro Bikeshare program; discussed City Council direction at the Joint City Council/BPAC meeting in September 2019; coordination with Metro and Sony; incorporation of comments from BPAC Members taken at the February meeting; finalization of the Memorandum of Understanding (MOU); future City Council consideration in July; implementation in October; E-Bikes; proposed locations for Bikeshare stations; the Buckingham/Green Valley Circle location serviced by Culver CityBus and Metro adjacent to the park requested by BPAC Members; connectivity to transit services; deployment of the Smart Bike Program versus Metro E-Bikes; deployment costs; revenue; dockless systems; Metro recommendations; investigation of upgrades and equipment swaps; reported increases in ridership; augmented cleaning and sanitization processes; messaging regarding CDC guidelines; mask requirements; glove recommendations; and she shared information provided by Metro regarding an increased Smart Bike usage and decreased E-Bike usage.

Discussion ensued between staff and Committee Members regarding ridership before and during COVID-19; flexibility with E-Bikes; use of E-Bikes limited to certain parts of LA and decreased usage during COVID-19; and clarification that Smart Bikes are manual bikes with internet connectivity and E-Bikes have electric power for pedal assist.

Chair Leist invited public input.

The following member of the public addressed the Committee:

Steve Herbert reported that LA Metro had pulled out of Cabrillo Beach; discussed Bike Share systems in Santa Monica; LA Metro Bike Share; alteration of public spaces to accommodate docking stations; he wanted to ensure that a scar is not left in the local environment if the program is removed; and he reported that Jump Bikes, which are dockless, were really popular pre-COVID-19.

Sophie Nenner received clarification that stations could accommodate ten docks on average and she asked for additional numbers in order to compare peaks and lows.

Heba El-Guindy, Mobility and Traffic Engineering Manager, discussed station capacity dictated by available space at each location and limited information provided to compare peaks and lows for ridership between formats.

Charles Herbertson, Public Works Director, discussed usage of electric bikes primarily downtown; changes to patterns due to people working from home; and the theory that the location has affected their usage, not the format.

Discussion ensued between staff and Committee Members regarding costs for E-Bikes vs. Smart Bikes; support for Smart Bikes; concern that having to swap out E-Bikes after a year would put a damper on the program; willingness to ride public transportation if a last mile option is available; support for dockless Smart Bikes; health goals; the station at Redwood and Washington; the importance of servicing the west end of Culver City; operating costs; the initial proposal for Metro to cover operating costs; support for proposed station locations; adding the 13<sup>th</sup> location at West LA College; cost per Metro E-Bike for the first year; cheaper alternatives; the state-wide program for residents to exchange cars for bikes; integrated systems; being a standalone island vs. part of a network; cost effectiveness of Smart Bikes; increasing the number of stations to beef up the system; the disconnect with E-Bike implementation; concern with putting off the program and having it cost more; significant changes to commuting patterns; development of an E-Bike platform that fits with small bikes; having larger cities fill gaps; concern with the large expenditure for such a small community; bike right of way; and plans for outdoor dining in the downtown area.

Sophie Nenner questioned plans of other cities for the potential conversion to E-Bikes.

Additional discussion ensued between staff and Committee Members regarding conversations with Metro; limitations to use of E-Bikes; other westside cities; timing for changing equipment for E-Bikes; the Metro recommendation; the feeling that E-Bikes are a game changer and a year is not that long to wait considering the benefit; support for adding the West LA College location as part of the initial implementation;

recent meetings with West LA College; the county plan for establishment of bike lanes along the perimeter streets; timing and campus project progress; support for being part of the Metro Bikeshare network; and support for proceeding with Smart Bikes only.

MOVED BY MEMBER TENENSAP AND SECONDED BY MEMBER NOMURA THAT THE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE APPROVE THE CURRENT SMART BIKE PROGRAM WITH TWELVE STATIONS AS PRESENTED BY STAFF.

AYES: DIGA JACOBSEN, LEIST, MONTGOMERY, NOMURA, SHANMAN,  
TENENSAP, TWICHELL, WEINER  
NOES: NONE  
ABSENT: HERNANDEZ

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Item A-3

#### **Deployment of Pedestrian Recall, Possible Expansion**

Heba El-Guindy, Mobility and Traffic Engineering Manager, provided a summary of the material of record noting that all testing of the signal adaptive system had not been completed due to changes in traffic patterns during COVID 19; she discussed data collection planned for early 2021 to assess whether the project has achieved main goals and objectives; currently lower traffic volumes; concern with touching anything in light of the pandemic; requests for eliminate the usage of pedestrian push buttons and place them on pedestrian recall applied in the downtown area and various other locations; clarification that the majority of signals are currently running free with the exception of a few during peak hours; changes to pedestrian recall at identified locations; recent requests for long-term continuation of the operation; signals that are part of the Adaptive Network; impacts on grant funding and conditions to implement adaptive signals and provide reports; and the need to discuss a change of approach and gain feedback.

Charles Herbertson, Public Works Director, reported that under current traffic conditions, putting the signals on pedestrian recall has had no serious impact; discussed changes in traffic patterns due to COVID-19; additional testing that needs to be done and components in place; keeping arterials flowing; the goal to keep cars from searching for

other ways cutting through the City as happens when there are delays; making certain areas of the City neighborhoods more pedestrian-friendly; recalls as being pedestrian friendly; efficiency; taking away time from other movements if no one is waiting to cross; the need to examine certain areas of the City for implementation when traffic conditions return to pre-COVID-19 conditions; and negated benefits with wide implementation.

Discussion ensued between staff and Committee Members regarding Adaptive Traffic Control; pedestrian recall; adjustments to peak traffic volumes during the day to minimize delays; flexibility of the system; transparency software; vehicle and pedestrian flow; time dedicated to each phase; getting people out of their cars; the cycle as a sequence of phases; movements dictated by the signal associated with the phase; the marked decrease in cut-through traffic with COVID; opportunity to change traffic patterns; and increased safety with less vehicles.

Chair Leist invited public input.

The following members of the public addressed the Committee:

Travis Morgan indicated that he would be joining the BPAC next month; discussed having the green pedestrian cross signal go with traffic on the main arterials; delays with the light changing for pedestrians on smaller cross streets without any actual pedestrians; and whether there were issues with people being able to push the crossing button under normal conditions.

Discussion ensued between staff and Committee Members regarding functions of minor streets vs. major streets; extending the minor street crossing time longer; frustration for drivers who wait at red lights on the major arterials when no one is crossing the street; sanitation issues with pushing the crossing button associated with COVID-19; the term "beg buttons"; detectors for cars and bicycles; pedestrian detectors; complaints from pedestrians that the walk signal on major arterials is a short cycle while cars get an indefinite green; signals with eight phased plans; calculations based on walking speed; turning movements; responsibility of the driver making the turn to find a gap in the traffic and in pedestrian crossings; downtown area side street crossings; demand for better accommodating pedestrian movements; implementing the ability to push the button and

get another walk signal within the same cycle if there is enough time left; pedestrian frustration; efficient pedestrian systems in Japan; COVID-19 improvements to implement no press buttons in Culver City; convenience; the feeling that if it is safe to walk, a red hand should not be displayed; accessibility for those on bikes or in wheelchairs; appreciation for allowing a regular flow for pedestrians as well as for cars; concern with car-centric ways; car-privilege; bias to make things easier for motorists; bad motorists behavior; cut-through traffic; finding a way to appeal to motorists; education; and changed behavior due to the pandemic.

Steve Herbert provided background on himself; expressed support for the free flow system; discussed improved commute times with the new system; difficulties associated with accessing the "beg button"; bike detectors; and travel on smaller streets.

Additional discussion ensued between staff and Committee Members regarding bike detectors; maintenance; standards for pushbutton placement; and accessibility.

Alicia Ide, Management Analyst, read public comment submitted by:

Travis Morgan: discussed the intersection of Hannum and Buckingham.

Further discussion ensued between staff and Commissioners regarding benefits of the adaptive technology; support for prioritizing pedestrians over cars and redirecting vehicle traffic; support for pedestrian recall signal operation; additional Mobility, Traffic and Parking Subcommittee discussion of the matter; City Council policy direction; the feeling that if it is safe to cross a street, the pedestrian light should be green and if it is not safe to cross, the light should be red; and staff agreement to investigate a report that the bike detectors at the Virginia/Overland intersection are not working.

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**Receipt of Correspondence**



None..

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**Items from Bicycle and Pedestrian Advisory Committee  
Members/Staff**

Member Montgomery asked about the potential closure of the westbound lanes in the downtown area.

Discussion ensued between staff and Committee Members regarding background on the item; the process; City Council consideration at the June 22<sup>nd</sup> City Council meeting; outdoor dining; plans to provide increased space; implementation; the emergency vehicle lane; elimination of westbound traffic in the downtown area for the duration of the pandemic; timing and process for changes; solar powered gates at intersection openings; ensuring that general traffic does not enter the emergency/bus/bike lanes; signage and enforcement; better accommodating bicycle traffic; access points; alternatives; enhancing outdoor dining space; City Council direction; and frequency of bus and emergency vehicle use.

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**Public Comment for Items NOT On the Agenda (Continued)**

Chair Leist invited public comment.

The following member of the public addressed the Committee:

Jim Shanman requested an update on the La Ballona Safe Routes to School program and the Elenda Bike Lane; asked about the gap in the Overland bike lane between Virginia and Ballona Creek; questioned the change from landscape to hardscape at the Kelmores/Overland intersection; and he asked about the contract for the El Rincon, Farragut and El Marino improvements and timing.

Heba El-Guindy, Mobility and Traffic Engineering Manager, reported that the Elenda Bike Lane project was in the construction phase; discussed weekly meetings with the contractor; clarified that there are no gaps in the bike lane on Overland; discussed resident concerns with rubbish being thrown in landscaped areas and preference for a hardscape area at Kelmores/Overland; possible use of temporary devices; the budget for streetscaping in the ATP grant application;

Community Development Block Grant (CDBG) and dedicated school safety funds to be used for funding the project implementation; and she clarified that El Rincon, Farragut and El Marino improvements would be going out to bid with a contract in place in a few months.

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**Items from Bicycle and Pedestrian Advisory Committee Members/  
Staff**

Member Nomura discussed the Slow Streets Initiative in place in Los Angeles; and feasibility of implementation in Culver City.

Charles Herbertson, Public Works Director, discussed work to develop the Slow Streets program and availability of necessary barricades.

Heba El-Guindy, Mobility and Traffic Engineering Manager, discussed the reliance of Los Angeles on the community to implement the Slow Streets Program; requirements set by Los Angeles Department of Transportation (LADOT); initiation of the program by the Neighborhood Council; monitoring by community volunteers; weekly reporting; the lack of neighborhood councils in Culver City; finding a way to organize a consistent process for neighborhoods in Culver City; and information provided to the City Council.

Discussion ensued between staff and Committee Members regarding identifying neighborhood support; barricades; the need for neighborhood champions and a partnership between the community and the City; assistance by Bike Culver City; creation of a questionnaire or survey; and the already established Lindbergh Park Neighborhood Association

Charles Herbertson, Public Works Director, provided an update on the work plan as affected by budget reductions noting unfunded items including mobile phone applications that serve traffic and parking operations, and development of an interactive map and GIS information to facilitate community input on traffic and operational conditions.

Chair Leist reported that the Data Subcommittee had met and discussed creating a place to collect useful information for all Committee Members moving forward; he displayed a list of

collected data; and suggested that staff could make it available to Committee Members.

Discussion ensued between staff and Committee Members regarding SharePoint and access to read-only files.

Heba El-Guindy, Mobility and Traffic Engineering Manager, announced a closure on the Ballona Creek Path on June 19 for maintenance; the grant award in response to the application submitted for the Office of Traffic Safety for educational purposes; and the need to reduce the scope of the project and customizing the program to address the greatest need.

Charles Herbertson, Public Works Director, formally introduced Management Analyst Alicia Ide and Senior Management Analyst Joe Susca.

Chair Leist indicated that it was his last meeting and he welcomed Travis Morgan who would be joining the Committee next month.

Travis Morgan expressed eagerness to serve.

Alicia Ide, Management Analyst, reminded everyone that training is required every two years for all Committee Members; she announced training scheduled for June 25 with additional information to be provided to Committee Members; and she reported that La Cienega Boulevard would be closed for the next two weekends for the installation of the pedestrian bridge.

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## **Recognition Presentations**

Item R-1

### **Recognition of Andrew Leist on his Two Terms of Service as a Member and Chair of the City of Culver City Bicycle and Pedestrian Advisory Committee**

Charles Herbertson, Public Works Director, recognized Andrew Leist for his work on the Bicycle and Pedestrian Advisory Committee.

Chair Leist expressed appreciation for the recognition; he felt that the BPAC was helpful to the City and provided a

voice for residents; and he thanked staff and Committee Members for their support.

Committee Members thanked Chair Leist for his service and staff for their work to make the virtual meeting possible.

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**Adjournment**

There being no further business, at 9:17 P.M., the Bicycle and Pedestrian Advisory Committee adjourned its meeting.

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

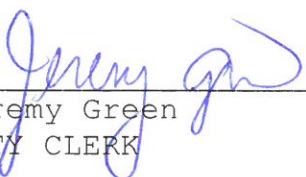
APPROVED

*Michelle Weiner*

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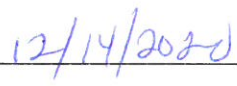
Michelle Weiner  
VICE CHAIR of the Culver City Bicycle and Pedestrian  
Advisory Committee  
Culver City, California

I declare under penalty of perjury under the laws of the State of California that, on the date below written, these minutes were filed in the Office of the City Clerk, Culver City, California and constitute the Official Minutes of said meeting.



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Jeremy Green  
CITY CLERK



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Date