

THESE MINUTES ARE NOT OFFICIAL
UNTIL APPROVED BY THE CULVER CITY
MOBILITY, TRAFFIC AND PARKING SUBCOMMITTEE

SPECIAL MEETING OF THE
CULVER CITY MOBILITY,
TRAFFIC AND PARKING SUBCOMMITTEE
CULVER CITY, CALIFORNIA

April 11, 2024
6:00 p.m.

Call to Order & Roll Call

Council Member Eriksson called the special meeting of the Mobility, Traffic and Parking Subcommittee to order at 6:05 p.m. in the Dan Patacchia Meeting Room at City Hall and via Webex.

Present:

Göran Eriksson, Council Member
Freddy Puza, Council Member

Staff Present:

Andrew Maximous, Mobility and Traffic Engineering Manager
Dorothy Suchkova, Transportation and Mobility Planning
Manager
Thomas Check, Senior Traffic Engineer
Joe Susca, Senior Management Analyst
Ryan Hund, Transportation Management Analyst
Alicia Ide, Management Analyst

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Pledge of Allegiance

Michelle Weiner led the Pledge of Allegiance.

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Items from Members/Staff

None.

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Public Comment - Items Not on the Agenda

Council Member Eriksson invited public comment.

The following members of the public addressed the Subcommittee:

Kalani Whittington was called to speak but did not respond.

David Coles thanked staff for the recently made improvements at the Lucerne and Ince intersection; discussed the RFP (Request for Proposals) for a new contract that was pulled by Metro; additional delays to participating in Bike Share; he wanted to see continued conversations between Culver City and Metro to allow for joining the program as soon as possible; and he asked that reduction of headways for Culver CityBus Route 4 be agendized for future consideration.

Mary Daval discussed a critical safety situation created by water accumulation that has been making the Ballona Creek Bike Path unsafe for biking and walking; the multi-jurisdictional nature of the Creek and the Path; concern with feeling disrespected when trying to reach out to correct the situation; direction from the City Council dais to use the Bike Path instead of creating safe infrastructure on the roadways; and she asked that inadequacies with the Ballona Creek Bike Path be addressed as soon as possible.

David Metzler was called to speak but did not respond.

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Receive and File Correspondence

MOVED BY COUNCIL MEMBER PUZA, SECONDED BY COUNCIL MEMBER ERIKSSON AND UNANIMOUSLY CARRIED, THAT THE MOBILITY, TRAFFIC AND PARKING SUBCOMMITTEE RECEIVE AND FILE CORRESPONDENCE.

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Consent Calendar Items

Item C-1

Approval of Minutes for the Mobility, Traffic and Parking Subcommittee Special Meeting of January 25, 2024

MOVED BY COUNCIL MEMBER PUZA, SECONDED BY COUNCIL MEMBER ERIKSSON AND UNANIMOUSLY CARRIED, THAT THE MOBILITY, TRAFFIC AND PARKING SUBCOMMITTEE APPROVE MINUTES FOR THE SPECIAL MEETING OF JANUARY 25, 2024.

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Action Items

Item A-1

(1) Receive a Presentation Regarding Coco Remotely Controlled Delivery Devices and Potential Implementation of Service in Culver City; and (2) Discuss and Make Recommendations to Staff

Alicia Ide, Management Analyst, introduced the item; noted a previous presentation made by Coco to the Subcommittee; provided background on the company; discussed implementation in Santa Monica; creation of a new set of requirements by Santa Monica to govern the type of technology; and determining City Council interest.

Carl Hansen, Coco, presented a video to provide an idea of what the vehicle looks like; discussed implementation in other cities; the mission of the company; efficiency; issues related to car-based delivery; traffic; pollution; sustainability; affordability; range; the process to use Coco; successful roll-out of the program; proven community benefits; safety; positive press; and comparisons with traditional delivery services.

Discussion ensued between Mr. Hansen, staff, and Subcommittee Members regarding broken down units; response time; engagement with the business community and neighborhood organizations; pilot programs; level of review; the experience of other area cities; vehicle codes for personal delivery devices; routing software to navigate the City; identification of curb ramps, light timing, and narrow sidewalks; areas blocked out as not being available for service that do not have curb ramps; priority investment opportunities for ramps to increase access; storage when units are not in use; maximization of use; merchants with varied hours of operation; the number of merchant partners in

Santa Monica; number of units per business; target areas in Culver City; criteria to establish zones that are prohibited for deliveries; and clarification that Coco has no plans to make use of bike lanes.

Council Member Eriksson invited public comment.

The following member of the public addressed the Subcommittee:

Michelle Weiner asked about whether the delivery devices deliver to homes, and she expressed concern with loss of jobs and pay levels for the employees.

Carl Hansen, Coco, clarified that deliveries were made to all neighborhoods, noting that the devices do not go upstairs or up elevators; discussed the ability to opt out and use a car delivery service; the option to meet the robot out front to pick up the order; assignment of one person to each order; clarification that there were no plans for full autonomy in the future; high costs as creating limitations to traditional delivery service; use by retail stores; expanding opportunities of delivery; and providing better jobs.

Additional discussion ensued between staff and Subcommittee Members regarding interest in the service; support for determining interest from the business community; mapping; ramps; full City Council consideration of the item; solving issues that arise with usage; encouragement to work with staff to develop a plan and identify a target area; City Council consideration before expending a significant amount of staff time; potential customers; the downtown area; sharing GIS sidewalk data; the need for more definition of the project to allow for consideration; research to understand what would be required of the project; determining level of interest; appropriate timeframe to run a pilot program; the unique geography of Culver City; agreement by Coco to share ordinance information from other cities; additional subcommittee consideration; and next steps.

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Item A-2

(1) Receive an Update Regarding the Better Overland Safer Fox Hills Projects

Thomas Check, Senior Traffic Engineer, provided a summary of the material of record.

Discussion ensued between staff and Subcommittee Members regarding bringing bus stops into ADA (Americans with Disabilities Act) compliance; the importance of public outreach and engagement; appreciation for plans presented and for the crosswalk at the Julian Dixon Library; appreciation for the proactive work of staff; the presentation to the Disability Advisory Committee; car lanes; loss of parking; support for reducing car lanes in some areas; peak parking demand vs. supply; putting pedestrian lights at bus stops; street lighting; and safety.

Council Member Eriksson invited public input.

The following members of the public addressed the Subcommittee:

Kalani Whittington was called to speak but did not respond.

David Coles expressed appreciation for the presentation; hoped the plan would be implemented soon; spoke on behalf of Travis Morgan who wanted to see rapid implementation; discussed delays; and concern with the need for an alternative plan if grant funding is not received.

Additional discussion ensued between staff and Subcommittee Members regarding construction funding for Fox Hills; funding for interim improvements; Class 2 bike lanes on Green Valley and Buckingham; buffers; cost of providing a vertical delineation element on what could be a short term implementation; speed humps on Doverwood and Canterbury; upgrades to continental crosswalks; narrowing of travel lanes; clarification that there are no current plans for painted curb extensions; and next steps.

David Metzler expressed support for designing Overland for the community rather than for cut through traffic; discussed the need for a north/south mobility lane in Culver City; connecting residents and businesses in all parts of the City; Overland as a residential street; features currently designed for speed and vehicle convenience rather than for residents to use their neighborhood safely; concern expressed about speed on Overland; cars that have crashed in front yards; excessive speeds; crossing guards on Overland during school hours; the need to reduce speeds on the street to make it

safe all the time; and he expressed appreciation for the work done and hope that the grant would be received soon and the project moved forward.

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Item A-3

(1) Receive a Presentation on the Robertson Blvd. Bike and Bus Lane Project; and 2) Discuss and Provide Direction to Staff

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

Discussion ensued between staff and Subcommittee Members regarding clarification that the Willat/Hoke lots are owned by Culver City; ownership of the alley that is parallel with Venice; materials available on the website; concept plans for the bi-directional lanes; necessary signal modifications; planned improvements; the connection from the Bike Path to the Expo Line; coordination of improvements with LADOT (Los Angeles Department of Transportation); concern that bi-directional bike lanes are dangerous when they are only one block long; support for bi-directional bike lanes; potential safety benefits; potential confusion with the complicated plan; the bus bays; providing a middle lane for turns; loss of parking; deliveries; available parking spaces; the preliminary parking assessment conducted; parking utilization; parking costs that eat into income for low wage employees; rate changes; phasing out ten hour parking; support for Concept 3 with replacement of eliminated parking spaces; barriers; closing the right turn slip lane on Robertson; shaving off part of the island to allow the buses to make the right turns from Washington to Robertson; installation of planters with water treatment; and issues with cars in the intersection at Culver and Elenda.

Council Member Eriksson invited public input.

The following members of the public addressed the Subcommittee:

Kalani Whittington was called to speak but was not present.

David Coles, speaking as an individual, indicated that he had not had enough time to consider the plan to make a

recommendation; discussed the debate within the cycling community with regard to bi-directional bikeways; the growing trend of parents on cargo bikes; parking in the bike hub; support for the much-needed project; he felt that directional bike lanes with bus lanes could be done; expressed support for losing street parking; noted underground parking available; expressed support for the better connection to the Expo Bike Path north of Venice; and discussed pedestrian fatalities in the intersection within the last 5-10 years.

Mary Daval expressed support for the proposed project and support for directional bike lanes; discussed safety concerns; her use of ramps near the buses; she proposed that the newer ramps be a little bit wider than the existing ramps; discussed adaptive users; the perception that the ramps are narrow; adult three-wheeler cycles; loss of a small amount of parking for a huge benefit; the lot at Trader Joe's; e-line parking; and she was anxious to see the project move forward.

David Metzler indicated that bi-directional lanes were better than nothing, but overall, he did not support bi-directional bike lanes; he reported close calls on Elenda prior to the implementation of the two way cycle track; discussed those performing illegal maneuvers to get around him; and difficulty making a decision on a concept until the intersections and transitions are more defined.

Eric Shabsis discussed the interesting use of Robertson Boulevard; his regular use of the Robertson offramp as a car user; attempts by Caltrans and Culver City to make the offramp safer; concern with making an already unsafe situation worse; people that believe the two center lanes are left turn lanes; reduced width; parking; lower wage workers who rely on the ten hour parking; increased employee parking along Ince due to insufficient parking in the neighborhood; and certain parking issues with smaller businesses in the area.

Jim Shanman discussed his mixed feelings on bi-directional bike lanes; concern with crossing Venice to get to the Expo Bike Path; impatient cyclists; support for separate lanes; the minimal loss of parking spaces; support for businesses to encourage their employees not to drive; the opportunity for Culver City; identification of alternate solutions; ensuring that the Culver City plan dovetails with the LADOT plan; permanent buffers and bus ramps; solving the issue of lacking connectivity in Culver City; and he expressed appreciation for the work of staff.

Michelle Weiner discussed bike riding in a business district; the sidewalk as currently the only reasonable choice; people coming off the train and getting on the sidewalk; ramps; and appreciation to the City for the effort.

Discussion ensued between staff and Subcommittee Members regarding next steps; additional information gathering; encouragement for staff to check in with local businesses; proximity of the Metro Station; the goal of the grant to enhance non-driving modes; and making it more pleasant to ride the train.

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Item A-4

(1) Receive a Presentation on the Unsignalized Intersections Safety Improvement Project; and 2) Discuss and Provide Direction to Staff

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

Discussion ensued between staff and Subcommittee Members regarding the timeline once bids are approved and support for refreshing striping for bike lanes.

Council Member Eriksson invited public input.

The following member of the public addressed the Subcommittee:

David Metzler discussed 15 mile per hour (mph) zone signage placed in the center of the street at the entrance from a faster moving street to discourage people from cutting through side streets; buffers around the 15 mph signs requiring a careful turn into the residential street; and he asked whether such a scenario was being considered for Culver City.

Additional discussion ensued between staff and Subcommittee Members regarding the Los Angeles iteration of the Slow Streets program; termination of the Slow Streets program implemented during COVID; examination of an updated system; the expense of implementation City-wide; and consideration of original Slow Streets locations first.

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Item A-5

(1) Receive a Presentation on Proposed On-Street Parking Meter Rates; and 2) Discuss and Provide Direction to Staff

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

Council Member Eriksson invited public input.

The following member of the public addressed the Subcommittee:

David Metzler declined to speak.

Discussion ensued between staff and Subcommittee Members regarding previous consideration of the item; concern with changing 10 hour parking to two hour parking; the proposed increase to costs for parking; the importance of being careful when raising prices; ensuring that who is making use of the parking is taken into consideration; penalizing lower income people; impacts to earnings; previous issues in the Arts District with employees moving their cars around every two hours; discussions with businesses that understand the usage; looking at the impacts of increasing the price of parking; the fact that public transportation is not viable for many people; increased commute times; adding fees in many places; being part of the problem of increased living expenses; the need for more analysis; staff response to requests from businesses; the need for targeted operation to check in with businesses and determine their needs; wrap around areas; signage vs. meters; being mindful of needs; facilitating parking turnover for customers; the request from the Arts District to retain 10 hour parking; the need for feedback from other major districts; being mindful of who is asked to pay more; competition with neighboring cities; climate change; concern with incentivizing car usage; making it less attractive to use cars; length of time it has cost 25 cents per hour; phased in changes; and community outreach.

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Public Comment for Items NOT on the Agenda

Council Member Eriksson invited public participation.

The following member of the public addressed the Subcommittee:

Eric Shabsis discussed unintended safety issues with the bus/bike lane on Venice Boulevard; visibility issues with making a right turn onto Venice turning east; and he asked that staff address issues with Los Angeles.

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Subcommittee Member Requests to Agendize Future Items

None.

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Items from Staff/Subcommittee Members

Andrew Maximous, Mobility and Traffic Engineering Manager, discussed the launch of the three-month trial for the pay by mobile program in downtown; outreach; data collected; and the map illustrating where projects are in process on the Division website.

Discussion ensued between staff and Committee Members regarding the date of the next meeting.

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Adjournment

There being no further business, at 8:34 p.m., the Mobility, Traffic and Parking Subcommittee adjourned its meeting to June 13, 2024.

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Alicia Ide
SECRETARY of the Culver City Mobility, Traffic and Parking
Subcommittee, Culver City, California

APPROVED

Göran Eriksson,
COUNCIL MEMBER, Mobility, Traffic and Parking Subcommittee
Culver City, California