

**City of Culver City, California
Agenda Item Report**

Meeting Date: 04/08/2013		Item Number: <u>A-3</u>	
CITY COUNCIL AGENDA ITEM: Discussion of Policy Considerations Related to Locating Bicycle Sharing Stations, Including the Example of Such a Station on Washington Boulevard, and Direction to the City Manager Related Thereto.			
Contact Person/Dept.: Helen Kerstein/PW		Phone Number: (310) 253-5618	
Fiscal Impact: Yes ☐ No ☒		General Fund: Yes ☐ No ☒	
Public Hearing: ☐		Action Item: ☒ Attachments: ☒	
Commission Action Required: Yes ☐ No ☒		Date:	
Public Notification: (E-mail) Meetings and Agendas – City Council (04/02/13); Culver City Bicycle Coalition (04/03/13); Bicycle and Pedestrian Listserv (04/03/13).			
Department Approval: Charles D. Herbertson (03/27/13)		City Attorney Approval: Carol Schwab (by H. Baker) (04/02/13)	
Chief Financial Officer Approval: Jeff Muir (04/02/13)		City Manager Approval: John M. Nachbar (04/02/13)	
<u>RECOMMENDATION:</u> Staff recommends that the City Council discuss policy considerations related to locating bicycle sharing stations, including the types of bicycle facilities to be installed in the vicinity of bicycle sharing stations. Staff also recommends that the City Council discuss the example of bicycle facilities on Washington Boulevard between National and Ince Boulevards and direct the City Manger as deemed appropriate. <u>BACKGROUND:</u> Bicycle sharing programs complement public transit and other mobility modes by enabling users to rent bicycles at one station and drop them off at another location. Bicycle sharing programs typically appeal to riders taking short trips, with most rentals lasting less than 30 minutes. On the West Side of Los Angeles, there has been growing interest in bicycle sharing. The Westside Cities Council of Governments (WSCCOG) has included implementing a Westside bicycle sharing system in its work program and has taken a role in coordinating and advancing bicycle sharing efforts. So far, with the support of the WSCCOG Governing Board, the cities of Beverly Hills, Culver City, Santa Monica and West Hollywood have issued a Request for Information (RFI) to obtain information about a possible joint bicycle sharing program. WSCCOG member cities have also taken other steps towards launching bicycle sharing. The City of Santa Monica has secured two grants to fund the start-up of a			

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bicycle sharing program. One of these grants includes capital funding for five bicycle sharing stations in other WSCCOG cities. The City of Santa Monica also plans to issue a Request for Proposals (RFP) and has offered to include alternatives to expand the bicycle sharing program to other WSCCOG cities in the RFP. The City of Los Angeles is pursuing another approach that does not require grant funding. The City of Los Angeles is conducting a trial program in collaboration with a vendor called Bicycle Nation. Under this program, the City of Los Angeles is issuing revocable short-term permits for stations. Bicycle Nation is also planning to work with Metro and Los Angeles County to install trial stations on properties within their respective jurisdictions. Meanwhile, both Bicycle Nation and another vendor, SoCal Cycle Share, have made unsolicited offers to the WSCCOG, and Bicycle Nation has also made an unsolicited offer directly to the City of Culver City.

At the WSCCOG's request, on October 22, 2012, staff requested direction from the City Council on the topic of bicycle share. At that time, the City Council directed staff to continue working regionally on this issue. Staff has continued to work with the WSCCOG and has also met with staff from the City of Los Angeles to better understand their approach.

Through this work, it has become clear that before moving forward, staff would benefit from additional policy direction from the City Council related to locating bicycle sharing stations, including the type of bicycle infrastructure that should be in place prior to siting them. In particular, staff requests input on what type of bicycle facility, if any, would be desired on Washington Boulevard between Ince Boulevard and National Boulevard given the trade-offs that are discussed in the Discussion section below.

Once the level of bicycle infrastructure that is desirable to support bicycle sharing on Washington Boulevard and other relevant streets has been identified and a plan for creating this infrastructure has been developed, staff expects to seek further input from the City Council on whether the City Council would prefer to follow the WSCCOG/City of Santa Monica (RFP) model or the City of Los Angeles (permit) model (or whether an alternative path is preferred). Also at that time, and prior to proceeding with creating a plan for establishing a program, staff will work further with the City Attorney's Office to determine whether advertising on bicycle stations is acceptable and, if so, whether any amendments to the CCMC would be necessary.

DISCUSSION:

There are a variety of considerations when placing bicycle stations. One consideration is space, since stations typically require between 11 ft. by 10 ft. and 11 ft. by 32 ft. (depending on the number of racks). Stations should also be convenient, highly visible, and placed in locations that are likely to result in high demand, such as adjacent to transit and popular destinations. Furthermore, stations should be placed sufficiently close together to enable users to easily travel from one to another. It is also desirable, when possible, for bicycle stations to be placed in areas

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with a robust on-street bicycle infrastructure in order to make riders feel more comfortable and facilitate higher use of the system. Unfortunately, it is not always simple to add on-street bicycle facilities to the existing street network in a built-out city like Culver City. Sometimes facilities can only be added if lanes (including parking, turn and through lanes) are narrowed and/or removed, which poses potentially difficult choices and consequences.

Example of Washington Boulevard between Ince and National Boulevards

One prime example of the challenge involved in creating bicycle facilities in areas that could be desirable for bicycle sharing is Washington Boulevard between Ince Boulevard and National Boulevard. This is an important segment of street as it provides the most direct connection between the two likely bicycle sharing station locations: the Expo Light Rail Station and Downtown Culver City. Placing stations at the Expo Light Rail Station and Downtown Culver City would link rail transit to a major destination, thus facilitating first-last mile transit connections and potentially attracting relatively high use.

Existing Conditions

Washington Boulevard between Ince Boulevard and National Boulevard is typically 60 ft. wide curb-to-curb and has a posted speed limit of 35 mph. Currently, there are two through lanes in each direction. However, the details of the lane configurations vary along the segment. Between Ince Boulevard and Higuera Street/Robertson Boulevard, along with two travel lanes in each direction, there is a traversable center left-turn lane and a parking lane on the north side of the street. Between Higuera Street/Robertson Boulevard and National Boulevard, the traversable center left-turn lane disappears, but there is parking on both sides of the street. Also, there are turn pockets at intersections. Most notably, there is a left-turn lane and two right-turn lanes at the westbound approach to the intersection of Ince Boulevard (the street widens to approx. 65 ft. at this intersection).

Option 1: Sharrows

One option that the City Council could consider is the installation of Shared Lane Markings ("Sharrows"). Sharrows are markings that are placed within travel lanes. They help riders position themselves on a shared road and remind drivers to be mindful of cyclists. Sharrows could be installed without requiring the modification of the layout of the lanes. However, while sharrows may be helpful on this segment of Washington Boulevard, they may not be sufficient to make the street appealing for less confident cyclists, as they still require cyclists to share the road with cars.

Option 2: Bicycle Lanes

To maximize use by riders of all levels of skill and confidence, it would be preferable from a cyclist's perspective to create separate space in the road for bicycles in the form of bicycle lanes along this stretch of Washington Boulevard. Unfortunately, the addition of bicycle lanes raises some difficult trade-offs. Given the 60 ft. roadway that is available through most of this street segment, securing the 10 ft. (5 ft. for

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each direction) necessary to add bicycle lanes would require one of the alternatives outlined in the following table and would result in significant impacts on pedestrians, vehicle capacity, trees and existing infrastructure, and/or large monetary costs:

Alternative	Challenges/Impacts
•Remove one or more travel lanes	•Reduces the capacity of the street to carry motor vehicles (potential environmental and development impacts)
•Narrow sidewalks	•Reduces pedestrian-friendliness •Very high cost due to extensive changes to public infrastructure
•Remove some parking and eliminate center left-turn lanes and •Reduce lane widths or drop bike lanes approaching intersections (but keep left-turn pockets)	•Impacts nearby businesses' parking •Reduces convenience of driveway access •Creates challenges for buses or cyclists at intersections
•Remove some parking and eliminate center left-turn lanes and •Eliminate left-turn pockets approaching intersections (including prohibiting left turns during peak periods)	•Impacts nearby businesses' parking •Reduces convenience of driveway access •Impacts access to intersecting streets

Additionally, various options would need to be considered to create a comfortable space for cyclists at the westbound approach of Washington Boulevard to Ince Boulevard, as this location is complicated by the the curvature of the street, the left-turn lane, and the dual right-turn lanes (serving through traffic due to the closure of the Old Washington Boulevard alignment between Ince Boulevard and Culver Boulevard at Main Street).

Conclusion

The example of Washington Boulevard demonstrates some of the potential trade-offs and challenges associated with creating an on-street bikeway network in the City that serves potential bicycle sharing locations. It should also be noted that similar types of trade-offs exist if bicycle facilities are to be placed in other locations near potential bicycle sharing stations, such as Culver Boulevard through Downtown.

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Given the significance of these trade-offs, staff would benefit from feedback on: 1) what minimum level of on-street bicycle facilities should exist near bicycle sharing stations (ex. bicycle lanes, bicycle routes/sharrows, or nothing), and 2) which trade-offs should be considered to accommodate these facilities (lane width reductions, removal of parking, removal of travel lanes, removal of turn lanes, etc.). Specifically, any direction on the desirability of pursuing the various options identified along Washington Boulevard would be valuable.

FISCAL ANALYSIS:

This item is for discussion purposes. Based on the direction provided by the City Council, staff will return with additional information on the costs of the options that merit additional consideration, if any.

ATTACHMENT:

1. Presentation slides on bicycle sharing and example of Washington Boulevard between National and Ince Boulevards

MOTIONS:

That the City Council:

1. Discuss policy considerations related to locating bicycle sharing stations, including the example of Washington Boulevard between National and Ince Boulevards; and,
2. Direct the City Manager as deemed appropriate.