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CULVER CITY BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

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

October 20, 2021
6:00 P.M.

Call To Order & Roll Call

Chair Montgomery called the special meeting of the Culver City Bicycle and Pedestrian Advisory Committee to order at 6:09 P.M. in the Patacchia Meeting Room at City Hall.

Members Present: George Montgomery, Chair
Travis Morgan, Vice Chair
Zirwat Chowdhury, Member
Greg Maron, Member
Art Nomura, Member
Dane Twichell, Member
Michelle Weiner, Member*

*Member Weiner arrived at 6:12 P.M.

Absent: Robyn Tenensap, Member

Staff Present: Andrew Maximous, Mobility and Traffic
Engineering Manager
Alicia Ide, Management Analyst

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Pledge of Allegiance

The Bicycle and Pedestrian Advisory Committee recited the Pledge of Allegiance.

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Items from Members/Staff

Discussion ensued between staff and Committee Members regarding agreement to change the date for the next meeting to December 8; the hybrid nature of the meeting; and procedures for making public comment for those attending in person and online.

Member Weiner joined the meeting.

Additional discussion ensued between staff and Committee Members regarding policy for online attendance; identity of online participants; a prior request for a discussion of the Ocean Avenue crossing; a previous request to recommend a City Council commendation to Art Nomura for his work on Project Visibility; and the process to make a request from the Committee to the City Clerk.

Art Nomura proposed agendizing consideration of eliminating a parking space on Duquesne near the bike path to improve visibility and safety; he requested a report from staff about the joint meeting of the BPAC Subcommittee and West Los Angeles College (WLAC); he discussed communication with Culver City Police Department (CCPD) on lack of enforcement of parking violations in the bike lanes; and he encouraged Committee Members who notice infractions to make note and report them to CCPD.

Discussion ensued between staff and Committee Members regarding the Ocean Avenue request; the ability of the Committee to request a report from CCPD; ongoing safety education efforts; a request for data before and after the opening of the Jackson Gate; contact information was shared for CCPD, to report blockage of bikes lanes: (310) 253-6251; numerous bike lane parking infractions during the Farmers Market; bike infrastructure needs expressed at the WLAC meeting and clarification that not all of the right of way belongs to the City; interfacing regarding what it takes to get to and from campus; and the follow-up WLAC meeting planned for January.

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Public Comment for Items NOT On the Agenda

Chair Montgomery invited public comment.

The following members of the public addressed the Committee:

Mary Daval discussed new LADOT (Los Angeles Department of Transportation) lanes on Venice Boulevard; the amount of the width of the lane that is the gutter; the inability to pass safely; encouragement to continue to keep the bike lanes wider in Culver City; and the importance of allowing safe passage by e-scooter and e-bikes.

Discussion ensued between staff and Committee Members regarding the traditional practice of measuring from curb to curb rather than from gutter to gutter.

Karim Sahli expressed appreciation for the Bike Lane Infrastructure meeting in Fox Hills; discussed acknowledgement of the role of Public Works in the death of a citizen; current infrastructure that does not provide enough safety for everyone; he asserted that the number one killer in the City is the car; noted the need to ensure policies that put pedestrian and bicycle infrastructure as the top priority; the importance of providing safety in crossing intersections; intersections as the most crucial part of a bike network; ensuring BPAC consideration of plans to have a bike lane in between two turning lanes and a fast moving lane at the Centinela and Sepulveda intersection; and concern with putting bicycles at the mercy of drivers who want to save 30 seconds on their commute.

Laura Chung spoke expressing concern with cars not allowing enough space for cyclists turning from Duquesne to Jefferson; discussed the need for signage to remind people of the three foot law; and she noted the need for a bike lane eastbound on Jefferson past the college entrance.

Discussion ensued between staff and Committee Members regarding plans for Jefferson to be a Class 4 protected facility in the Bicycle and Pedestrian Action Plan (BPAP); fees collected from developers toward improvements; funding; MOVE Culver City; implementation of a pilot phase; the Metro plan; a suggestion to invite a representative from the Transportation Department to BPAC meetings; previous consultant consideration of the feasibility of bike lanes on Jefferson; working out issues on the problematic stretch of Jefferson; eliminating two parking spots and shifting traffic to one side on Jefferson; the ability of people to request the elimination of parking spaces; clarification that safety is always the first priority; creating a balance;

accommodating different uses; parking removal; community outreach; identification of parking spaces to remove; and encouragement to email staff for proper follow-up at traffic.engineering@culvercity.org.

Alicia Ide, Management Analyst, demonstrated the process to sign up to make public comment or view the agenda; discussed City Council processes; collecting speaker names for follow-up; and email information.

Additional discussion ensued between staff and Committee Members regarding the process to get things done; length of time to address issues; a request for a list of things that can be done administratively; and agendaizing a review of the draft of the Neighborhood Traffic Management Plan (NTMP).

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Receipt of Correspondence

Alicia Ide, Management Analyst, reported receipt of two emails that were distributed to Members and copies were made available at the meeting for review.

Discussion ensued between staff and Committee Members regarding drainage and staff indicated that the matter had been forwarded to Maintenance Operations to be addressed.

THE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE UNANIMOUSLY PASSED A MOTION TO RECEIVE AND FILE CORRESPONDENCE (ABSENT MEMBER TENENSAP).

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Order of the Agenda

No changes were made.

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Consent Calendar

Item C-1

Approval of Minutes of the Bicycle and Pedestrian Advisory Committee Special Meeting on August 18, 2022

THE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE UNANIMOUSLY PASSED A MOTION TO APPROVE MINUTES FOR THE SPECIAL MEETING ON AUGUST 18, 2022 (ABSENT MEMBER TENENSAP) .

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Action Items

Item A-1

Receive a Presentation on Bicycle Detection at Traffic Signals

Andrew Maximous, Mobility and Traffic Engineering Manager, provided a presentation on bicycle detection at traffic signals; discussed types of detection; signs and markings; and he provided specific examples in Culver City.

Discussion ensued between staff and Committee Members regarding inductive loops; video detection; clarification that the cameras stream, but do not record; data collected; records requests; budgetary constraints; surveillance; bike detection; issues at specific locations; funding; installation by Metro; clarification that when bikes are not detected, a button must be pushed in order to get a signal; trying to make systems work as well as possible; setting traffic signals to maximum efficiency; use of a coordination phase for the main street; beg buttons; concern that if people cannot rely on buttons they will be ignored; programming; pedestrian detection; issues with accuracy; remediation of detection issues; ensuring the system works for everyone and that people do not ignore signals; clarification that a Don't Walk signal is displayed for a reason; clarification on the way count down signals work; placing an emphasis on bicycles and pedestrians; the fact that missing a crossing cycle can mean missing a bus; detection-first systems; on-demand usage; and recognizing different types of detection systems.

Chair Montgomery invited public comment.

The following members of the public addressed the Committee:

Karim Sahli questioned whether the detection systems would be able to calculate the speed of the vehicle and decide if the light should stay green or turn yellow.

Discussion ensued between staff and Committee Members regarding detection of traffic volume; data regarding average speed; and clarification regarding cycles.

Karim Sahli discussed taking a tour of Amsterdam with a city transportation employee; dynamic light timing through detection as a secret of Dutch intersections; he asked about funding to try upgrading one intersection in Culver City; noted that timing of the intersection is the main issue with MOVE Culver City; and he offered to provide contact information for the Dutch engineers.

Additional discussion ensued between staff and Committee Members regarding prior staff communication and research into the matter; use of similar systems; Adaptive Traffic Systems (ATS); demand and capacity issues with MOVE Culver City; increases to green time; park times; increased delays with MOVE Culver City; volume; counts with the Venice project indicating higher volume than pre-pandemic; encouragement to email staff with detection system issues; the bus priority system; and success with transit priority in Santa Monica.

David Coles reported that the web-based audience could not see staff in the meeting and were potentially missing out seeing when they were pointing or gesturing; acknowledged the responsiveness of staff in addressing detection issues; questioned whether two bikes next to each other or an extra wide bike causes detection issues; and he noted the importance of making the system intuitive.

Further discussion ensued between staff and Committee Members regarding clarification on what is being detected; the magnetic field; and concern with different types of materials used for bicycles not being detected.

Karim Sahli felt it was critical to have a loop detector and a button available noting that Amsterdam always has both; he discussed resurfacing intersections; video detection; and he proposed making the buttons accessible for cyclists.

Andrew Maximous, Mobility and Traffic Engineering Manager, discussed resurfacing projects; loop detection; video detection; and signage.

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Item A-2

Receive a Status Update and Discuss Active and Upcoming Mobility Projects

Andrew Maximous, Mobility and Traffic Engineering Manager, provided updates on active and upcoming mobility projects; discussed safety improvement projects funded by the state; bollards for Jackson Gate and Main Street; projects in the design process; batteries for traffic signals; Safe Routes to School; project scope; and the Bicycle and Pedestrian Master Plan.

Discussion ensued between staff and Committee Members regarding striping projects; the timeframe for projects; funding; logistics of the bollards; making things easy for the Fire Department; the closure of Melville; extension of the TUPs (Temporary Use Permits) at the discretion of the City Manager; Safe Routes to School plans; support for sharrows where bike lanes are not possible; Elenda as the connection between Culver and Braddock; consideration of eliminating cars during peak times; Committee consensus to agendize a discussion of Elenda between Culver and the school; the ability to do what has been put out to bid; funding; reviving the subcommittee structure; a suggestion to appoint Members to serve on a subcommittee with a mission to reduce vehicle traffic primarily during rush hour around the schools; the current focus on Linwood Howe; changes at schools when principals or PTAs (Parent Teacher Associations) change; engagement of stakeholders; concern with waiting to start the discussion; frequency of Committee meetings; concern that if the topic is too broad, it will be dismissed; and a suggestion to create a subcommittee to develop a vision.

Karim Sahli asked about grants; discussed community collaboration with the BPAC and Bike Culver City; collaboration with the consultant; receipt of valuable input; support for the Adams Boulevard extension; retaining protected bike lanes; designing a Dutch style intersection at La Cienega and Washington; Safe Routes to School; providing drop offs several blocks away from the school; he noted that space existed to add a bike lane on Elenda; and, responding to inquiry, he indicated that he would be pleased to serve on the subcommittee as a resident.

David Coles noted that the Lucerne and Ince project for finalized striping plans had not been mentioned.

Andrew Maximous, Mobility and Traffic Engineering Manager, continued his presentation noting that Ince and Lucerne were part of the Safe Routes to School bid; he discussed signage and striping solutions; items that are coming back after more work on them has been done; advice from the Committee to move forward; the difficulty of pleasing everyone; and the intent to bring concept plans forward.

Discussion ensued between staff and Committee Members regarding drawings; Overland/Kelmore/Ranch; issues with utilities that the budget could not cover; use of bollards and paint; the ability to make public comment; infrastructure in the large median; grants; unfunded projects on the list; taking the year off from grants; contract employees; the application for the Federal Safe Streets for All grant; staffing issues; the occupancy certificate for Amazon; the bike lane; and the Environmental Impact Report (EIR).

Andrew Maximous, Mobility and Traffic Engineering Manager, discussed the Complete Streets Guidelines grant received; the pre-pandemic project to put bus and bike lanes around the Expo station; money for Robertson between Washington and Venice; and execution of a funding agreement for a Class 4 bike lane on Overland from Venice to the Transit Center.

Additional discussion ensued between staff and Committee Members regarding the Safe Routes for All federal funds; construction costs; safety features proposed; crosswalks; bike lanes and sharrows; bulbouts; Class 4 on Sepulveda and Overland reflected as separate projects; the Fox Hills community meeting; appreciation to staff for their communication; feedback from the community; confirmation of moving forward with the cycle track designs; benefits of reducing parking in some areas; intersections and bus stops; the extra crosswalk on Green Valley Circle; proposed improvements; showing progress; concern with taking a step backward; ensuring that nothing is missed; cycle track on Buckingham; speedbumps; appreciation to staff for their efforts to get things done; formation of a subcommittee to look at different ways of thinking about drop off zones at schools; looking at safety issues between the schools and the boulevard; creation of a K-12 subcommittee; formation of a subcommittee to examine bike and pedestrian safety from Farragut to Culver on Elenda; willingness to serve; adding members of the public to a subcommittee; ability of the public to attend meetings; stakeholder involvement; agreement for

Members Maron and Weiner to serve on the new subcommittee; inviting residents to attend subcommittee meetings; and agreement to meet and make a report at the next meeting.

MOVED BY CHAIR MONTGOMERY, SECONDED BY MEMBER MORGAN AND UNANIMOUSLY CARRIED THAT THE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE: CREATE AN AD HOC SUBCOMMITTEE TO EXAMINE SAFETY ON ELEDA FROM FARRAGUT TO CULVER BOULEVARD (ABSENT MEMBER TENENSAP).

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Public Comment for Items NOT On the Agenda (Continued)

Chair Montgomery invited public comment.

The following member of the public addressed the Committee.

Karim Sahli expressed concern that a grant writer is not available this year; he questioned what options were available to push the City Council to provide help; and he asserted that losing the year would put the City a decade behind.

Discussion ensued between staff and Committee Members regarding staffing issues; bottleneck; hiring contractors for specific projects; staffing recommendations; reengagement with the grant writer; the importance of keeping processes transparent; and the ability of anyone to contact the City Council with concerns.

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Items from Bicycle and Pedestrian Advisory Committee Members/Staff (Continued)

Member Weiner discussed safety concerns with the intersection where the Elenda Bike Path ends on the southeast side of Girard at Washington.

Andrew Maximous, Mobility and Traffic Engineering Manager, acknowledged difficulties with the area.

Member Nomura discussed work to revise the bylaws; suggestions to change the name of the BPAC to the Active Transportation Committee; older bylaws listed on the City website; and the vacant Youth representative position.

Discussion ensued between staff and Committee Members regarding the large number of changes to the draft from the City Attorney's Office; subcommittee assistance on the item; staff time to make the revisions; broadening the scope of the Youth representative position; allowing for flexibility; current criteria; the short period of time between when a student qualifies and when they graduate; the limited time available from highly qualified students; and the need to wait until the new bylaws are approved.

Alicia Ide, Senior Management Analyst, reported that the Bike Path would be closed for two weeks between National and Duquesne for improvements.

Discussion ensued between staff and Committee Members regarding the opening of the bridge.

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Adjournment

There being no further business, at 9:03 P.M., the Bicycle and Pedestrian Advisory Committee adjourned to a meeting to be held on December 8, 2022.

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

APPROVED

George Montgomery
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.

Jeremy Bocchino
CITY CLERK

Date