



Los Angeles Bicycle Coalition  
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Mr. Eric Bruins, Bicycle & Pedestrian Coordinator  
Culver City  
Public Works Department

### **Comments on Culver City Bike Share Feasibility Study**

Dear Mr. Bruins,

On behalf of Bike Culver City and the Los Angeles County Bicycle Coalition (LACBC), we would like to express that while we support Culver City moving forward with a Metro/BTS operated system, as seems likely given the feasibility study, we have concerns around the interoperability with the systems being used by cities that border Culver City.

Bike Culver City, a local chapter of Los Angeles County Bicycle Coalition, is a volunteer-based bicycle advocacy organization, which encourages bicycling, educates bicyclists and motorists, and advocates to make Culver City more bike-friendly. We have also advocated for the adoption and implementation of the Culver City Bicycle and Pedestrian Master Plan since its establishment in 2010.

The Los Angeles County Bicycle Coalition (LACBC) is a membership-based nonprofit organization that works to make all communities in L.A. County healthy, safe, and fun places to ride a bike through advocacy, education, and outreach. Founded in 1998, LACBC brings together the diverse bicycling community in a united mission to improve the bicycling environment and quality of life for the entire region. LACBC envisions a Los Angeles County that is a great place for every day, year-round bicycling. People live in healthier, more vibrant communities, where the air is cleaner and streets are both quieter and safer for everyone. More women, families and children ride their bikes, and appreciate opportunities to enjoy their neighborhoods and their city. All people, of varying cultures and backgrounds, can ride their bikes everywhere, safely and conveniently.

The future of biking and walking is bright in Culver City. With community support, the City is studying protected bike lanes, Vision Zero, and other innovative solutions to improve local mobility options. Bike share is a big part of Culver City's bright future and we are excited about the feasibility study. We know that bike share can thrive here and that residents of and visitors to our great city will greatly benefit from this mobility option. We agree with the feasibility study's assessment that bike share will: 1. Increase access by integrating seamlessly with adjacent communities and by connecting to transit and points of interest. 2. Serve all residents of Culver City, despite geography, financial



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situation, physical ability, or ethnicity. 3. Be cost-effective and minimize reliance on sustained financial support from the City. 4. Be adaptable to meet new challenges and priorities, and able to expand in the future.

Culver City's unique geography places it in direct contact with the cities of Los Angeles and Santa Monica. Our members have used the bike share systems in both cities and appreciate the strengths and weaknesses of each. Our main concern in selecting the Metro/BTS operated bikes is that interoperability will become a "plan" that lacks a clear vision for implementation. If Culver City proceeds with Metro/BTS, we ask that Culver City push Metro to move to TAP card integration and thoughtful station placement, to address many of the physical interoperability issues with Santa Monica. Metro should also explore working with BTS on smart bike models. Utilizing BTS's smart bike models will narrow the interoperability gap between the multiple systems in Los Angeles, and we believe is the best way forward. We ask that as any of these opportunities are explored, Bike Culver City and the Los Angeles County Bicycle Coalition be included in those discussions and given the opportunity to help shape solutions. We have expertise engaging the community and believe that our ability to convene community members would help inform decisions on integration, station location, and outreach to the community.

We also hope to see clear data on how each system is performing as the City goes through this process. The financial analysis was an estimate of potential costs and revenues that would be incurred by Culver City and its partners for a five-year period. We hope that more data will become available and publicly shared including actual financial data available for each bike share entity of at least 6 months to a year to provide decision makers and the public with real data versus estimated or assumed data.

We understand that moving forward with bike share is a significant commitment for the City and the community and are willing to support this effort throughout the entire process by participating as a stakeholder, promoting and attending community workshops, and offering our ideas and input into the process.

Thank you for your consideration of this support. If you have any questions, we can be reached at [info@bikeculvercity.org](mailto:info@bikeculvercity.org) or [Tamika@la-bike.org](mailto:Tamika@la-bike.org).

Sincerely,

**Wayne Howard**  
Chair  
Bike Culver City

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Executive Director  
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