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CULVER CITY BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

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

January 24, 2018
6:00 P.M.

Call To Order & Roll Call

The regular meeting of the Culver City Bicycle and Pedestrian Advisory Committee was called to order at 6:00 P.M. in the Dan Patacchia Room at City Hall.

Members Present: Andrew Leist, Chair
Kristen Torres Pawling, Vice Chair
Patricia Bijvoet, Member
Dane Twichell, Member
Michelle Weiner, Member

Absent: Jack Galanty, Member
Danielle Koplinka-Loehr, Member
Robyn Tenensap, Member

Staff Present: Charles Herbertson, Public Works Director
Gabe Garcia, Traffic Engineering Manager

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Pledge of Allegiance

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

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Order of the Agenda

No changes were made.

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Public Comment for Items NOT On the Agenda

Chair Leist explained procedures for public speaking and invited public comment.

The following member of the audience addressed the Committee:

Art Nomura expressed support for bike lanes installed on Duquesne Avenue and noted a problem exiting north on Duquesne and suggested making it two-way between the bike path and Lucerne.

Discussion ensued between staff, Committee Members and Mr. Nomura regarding a similar situation on Higuera Street; attempts to acquire right of way; resident objections to removing parking; street markings to alert motorists that bicycles will be crossing; installation of a bicycle left turn lane; and the narrow sidewalk at that location.

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Consent Calendar

Item C-1

Approval of Minutes of the September 21, 2017 and the November 16, 2017 BPAC Meetings

Chair Leist noted that he had corrected the start time for the November 16, 2017 meeting.

THE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE PASSED A MOTION APPROVING THE MINUTES FOR THE SEPTEMBER 21, 2017 AND THE NOVEMBER 16, 2017 BPAC MEETINGS.

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Presentations

Item P-1

Report from Staff

Charles Herbertson, Public Works Director, provided an update on the Safe Routes to School, La Ballona Elementary School project; discussed the bike facility on Elenda Street; the net loss of 25 parking spaces; opposition from residents to the loss of parking; development of a design for the other side of the street; connection to the Culver City Bike Path; trade-offs with changing sides; residential driveways; and visibility.

Discussion ensued between staff and Committee Members regarding costs to fund the additional work; the potential response of people to the plan on the other side of the street; the number of intersections per side; the three-way stop; getting people across; taking traffic operations into consideration; the need for additional study; delays and coordination; issues with two-way bike lanes; buffered bike lanes; volume of each intersection; creating a safe design; Expo to downtown; proposals received; widening the sidewalks as an alternative to the two-way bicycle facility on Washington Boulevard; creation of an elevated sidewalk; creating a physical barrier for protection; the Transit Oriented Development (TOD) Visioning Study; microtransit as a long term solution; dedicated space on the roadway; creation of a pilot program for microtransit; elimination of parking to create a dedicated microtransit lane; construction impacts from the Ivy Station project; the Higuera Street Bridge project; elimination of an access point to the Hayden Tract; a proposal to have people park outside of the Hayden Tract and be brought in through microtransit; the pilot program; mitigating traffic impacts; exiting the Hayden Tract; City Council input; concern with a lack of bicycle amenities in the pilot program; clarification that there could not be an overlap between the pilot program and the design and development of the bike facility; insufficient right of way; unwillingness to take away a lane of traffic; existing construction impacts; development agreements; development on the proposed route; the need for lane closures; development up to the property line; impacts to day to day operations and potential pilot projects; BPAC feedback to the Traffic and Parking Subcommittee; communication; coming up with a

recommendation for the City Council as a Committee; the ability of the Committee to take action; recommendations; opening up the microtransit lane to bicycle use during the pilot program; concern that the voices of residents will be lost in all of the development; the TOD Visioning Study and microtransit; allocation of right of way in the long-term; and the possibility of narrowing the street and adding permanent raised bike lanes.

Discussion ensued between meeting participants, staff and Committee Members regarding clarification that if there is a raised bike lane, issues with the Washington Corridor bike lane and bus stops are diminished; design details; Culver Studios support of the mobility fund and infrastructure for projects; and concern with safety from the Culver Studios and work with the Rancho Higuera neighborhood.

Charles Herbertson, Public Works Director, provided an update on the Green Valley Circle bicycle lanes.

Discussion ensued between staff and Committee Members regarding additional BPAC input on a plan for Fox Hills before presenting to the City Council; the time frame to switch from local service; development of a travel model; work on Requests for Proposals for a consultant to build a model; converting from Level of Service to Vehicle Miles Travelled (VMT); moving forward in transitioning to a new method of evaluating projects using VMT; regional mitigation fees; monies from negotiated development agreements and voluntary contributions; creating a fee based on a traffic model; and the amount of traffic added to the region.

Chair Leist invited public participation.

The following members of the audience addressed the Committee:

Daniel Lee asked whether microtransit lanes would be used by buses and bicycles and he questioned whether developers would be interested in a bike lane going through their projects.

Charles Herbertson, Public Works Director, clarified that microtransit lanes could be used by both buses and bicycles

and he noted the need for cooperation from private property owners to allow bicycle access through their projects.

David Cole, Bike Culver City, expressed support for the idea of elevated, one-way lanes on either side of Washington Boulevard and he discussed bike lanes in Copenhagen noting that they could serve as a model for Culver City.

Diana Hernandez felt that the plan would increase parking in a dense area and improve connectivity; she noted that she would have liked to have heard from the developer; she discussed community meetings; and she expressed hope that the City would move forward and encourage the developer to do a full Environmental Impact Report to determine the honest impact of a development of that size on the Fox Hills area.

Britt-Marie Potter noted that she was not a bicycle rider; expressed concern with reduced lanes in Playa Vista; discussed Venice Boulevard; increased traffic in Culver City; and she did not want the traffic flow for cars reduced.

Art Nomura discussed microtransit in the Washington/National area; asked for additional information on the modes of transit being proposed and the width of the thoroughfare; and he suggested routing buses onto Venice Boulevard instead of using Washington.

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Action Items

Item A-1

Opportunity Corridors for Culver City Bicycle and Pedestrian Action Plan

Marc Caswell, Alta Planning + Design, reported that they were working on the Bicycle and Pedestrian Action Plan which is an update to the 2010 Bicycle and Pedestrian Master Plan; he indicated that they were focusing on problem areas where people do not feel safe whether they are walking, biking or driving; he discussed next steps; identifying opportunity corridors; he presented the analytical analysis; discussed feedback received online;

data from Fehr & Peers; the High Injury Network; problematic corridors; accident data; projects currently in progress; the TOD Visioning Project; the Culver Boulevard Realignment project; diversity of project ideas; staff review of the 2010 plan and priorities; identification of top priority corridors; Committee input; clarification on accident data used; severe injuries; Jackson Avenue; Ballona Creek access; Washington Place near Sepulveda; Overland Avenue between Washington and Ballona Creek; identifying what a corridor is; Washington Boulevard near National Boulevard; and the ability to submit comments online and read the comments of others.

Discussion ensued between staff and Committee Members regarding clarification on street classifications and data; the intent to choose three corridors; and temporary physical demonstrations.

Chair Leist invited public comment.

The following members of the audience addressed the Committee:

Lee Wallach, Motor Avenue Improvement Association, discussed the partnership between Palms and Culver City; expressed hope that the community crossing the Venice border would be considered; encouraged the City to look beyond borders; discussed intermingling the communities; and he encouraged cohesiveness.

Diana Hernandez noted the lack of a direct connection to Ballona Creek in Fox Hills; discussed a potential new development; the lack of access to transportation; the Culver City Transit Center; concern with inadequate connectivity; increased density; and the importance of connecting Fox Hills to the rest of Culver City.

Jim Shanman, Walk 'n Rollers, expressed support for connectivity in Fox Hills; discussed neighborhood greenways for Jackson and Farragut; enhanced mobility; access to Ballona Creek other than Duquesne and Overland; Jackson as an obvious connector; extensions and improved crosswalks; and installation of traffic circles.

Eric Shapsis discussed Overland Boulevard; concern with any type of road diet; the Rancho Higuera Neighborhood 10 Point Plan; identified greenways in that neighborhood;

connectivity between Culver City and Palms; and encouraging a partnership with Los Angeles.

Discussion ensued between staff and Committee Members regarding defining neighborhood greenways; the positive partnership between Los Angeles and Culver City with BikeShare; multiple meetings with community groups; the number of comments submitted; tracking usage; filters; increased bike traffic on Higuera; first mile/last mile; support for comments made regarding neighboring cities; clarification that areas focused on by the TOD study are not the recommendations for opportunity corridors; other priorities; prototypes to help shape a larger conversation; the prioritization matrix; support for focusing on Overland Avenue; connecting the tri-school complex; working with Palms; providing mobility options; the transit hub; concern with representation for west Culver City; concern with intersections, crossings and bike lanes in west Culver City; West Washington; the Elenda project; improvements to pedestrian facilities and bike facilities; high impact corridors in west Culver City; West Washington Boulevard and Washington Place; outreach to the Tellefson neighborhood; City limits; coordination with the City of Los Angeles; the need for a regional conversation; public outreach and comment; feedback on the four proposed corridors; the need to examine Fox Hills; Creek connectivity with Fox Hills; the need for a road diet to bring in bike lanes to Fox Hills; redevelopment; ensuring that the City is prepared to provide more facilities for cyclists; having a good connection to Ballona Creek; the General Plan Update; future development in the City; the Mobility Element; guidance; requirements for developers moving forward; creating a perimeter route around the parking lot at the Fox Hills Mall; addressing uncrossable commercial areas; the Overland project; an observation that Fox Hills does not encourage pedestrian activity; long-term impacts of adding a large project without prioritizing infrastructure; addressing connectivity issues in Fox Hills; appreciation for community comment; and developing concepts in order to seek Active Transportation Grants.

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Public Comment for Items NOT On the Agenda

Chair Leist invited public comment.

The following member of the audience addressed the Committee:

Lee Wallach noted that the details of BikeShare should be addressed; he presented two letters from the Motor Avenue Improvement Association; discussed the importance of rolling out the Los Angeles program and the Culver City program together; addressing the hole in the Bike Path; the need for more advocacy from the region; he wanted the BPAC to advocate to City Council Members in Culver City and to Council Members in Los Angeles; and he thanked the Committee for their work.

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Receipt of Correspondence

None.

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Items from Bicycle and Pedestrian Advisory Committee Members/Staff

Member Weiner reported that Women on Bikes meets twice per month and that participation is growing; she reported feedback on increased feelings of safety on bike paths and in bike lanes; and she indicated that she would continue to bring information forward.

Discussion ensued between staff and Committee Members regarding the County Board of Supervisors Green Leadership Awards applications; eligibility; repaving of the main parking lot of Farragut Elementary School during spring break; the closure of access to the pedestrian bridge during that time; affects to the bike path; the search for the next Bicycle and Pedestrian Coordinator; and the need for volunteers for the bicycle and pedestrian counts in April.

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Adjournment

There being no further business, at 8:02 P.M., the Bicycle and Pedestrian Advisory Committee adjourned its meeting to a regular meeting on Thursday, March 15, 2018 at 7:00 P.M.

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Helen Chin
SECRETARY of the Culver City Bicycle and Pedestrian
Advisory Committee
Culver City, California

APPROVED

Andrew Leist
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 Green
CITY CLERK

Date