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UNTIL APPROVED BY THE CITY COUNCIL,  
AND BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

JOINT MEETING OF THE  
CITY COUNCIL/BICYCLE AND  
PEDESTRIAN ADVISORY COMMITTEE  
CULVER CITY, CALIFORNIA

September 16, 2019  
7:00 p.m.

**Call to Order & Roll Call**

Mayor Sahli-Wells called the joint meeting of the City Council/Bicycle and Pedestrian Advisory Committee to order at 7:06 p.m. at the Senior Center, 4095 Overland Avenue.

Present: Meghan Sahli-Wells, Mayor  
Göran Eriksson, Vice Mayor  
Alex Fisch, Council Member  
Daniel Lee, Council Member  
Thomas Small, Council Member

Present: Andrew Leist, Chair  
Michelle Weiner, Vice Chair  
Ann Diga Jacobsen, Member  
Philip Hernandez, Member\*  
George Montgomery, Member  
Art Nomura, Member  
Samantha Shanman, Member\*\*  
Robyn Tenensap, Member  
Dane Twichell, Member

\*Member Hernandez exited the meeting at 8:20 p.m.

\*\*Member Shanman exited the meeting at 10:20 p.m.

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**Pledge of Allegiance**

The Pledge of Allegiance was led by Eric Bruins.

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**Community Announcements by City Council Members/Information Items from Staff**

Vice Chair Weiner announced a free Repair Café on September 21 at the Culver Palms United Methodist Church.

Council Member Small reported speaking at the annual Conference of the Planning Association representing Culver City and he announced that the celebration for Dr. Sarah Carpenter would be held on October 13 at the Robert Frost Auditorium.

Mayor Sahli-Wells announced the Annual Coastal Clean Up Day on September 21.

Jeremy Green, City Clerk, reported an opportunity for anyone 10 years and older to try out the new voting machines that will be used in the March 2020 elections on September 28-29 in the Patacchia Room at City Hall.

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**Joint Public Comment - Items Not on the Agenda**

Mayor Sahli-Wells invited public comment.

The following members of the audience addressed the City Council and Bicycle and Pedestrian Advisory Committee:

Mary Daval discussed the desire to build bicycle infrastructure and make streets safer and more accessible for everyone; six possible projects to raise awareness; bicycle parking; prioritizing bicycles and pedestrians in signal synchronization; contrasting paint for full bike lanes; safety concerns with obstructions due to development on the south side of Robertson east of Higuera and expressed hope that the developer was being required to contribute to active transportation; noted the need for a full time Bicycle and Pedestrian Coordinator; she suggested a collaboration between the Police Department and the cycling and pedestrian communities; and she asserted that sharrows should be painted in large bright colors.

Martha Doran asserted that short disjointed stretches of bike lanes were not helpful; discussed access to downtown, the bike path on the Culver Boulevard median, and the Elenda bike lane; she requested that there be a two way bike lane in the parking lots on the south side of Culver Boulevard between Elenda and Overland and that a continued bike lane be designated on Culver Boulevard leading to downtown Culver City and the Expo Station; and she asked for a painted connector bike lane on Elenda south of Culver Boulevard to provide access for students.

Keith Curtiss, Raintree Homeowners Association, questioned the status of the amortization study to determine the feasibility of buying the Culver City portion of the Inglewood Oil Field from Sentinel Peak Resources.

Mayor Sahli-Wells indicated that a dedicated website existed on the Inglewood Oil Field and that staff would follow up with Mr. Curtiss.

Ron Hacker thanked staff associated with the stakeholder input events of the La Ballona Safe Routes to School project and noted compromises achieved.

David Metzler discussed one way streets that are wide enough to accommodate bike lanes; expressed concern with multiple small solutions that do not address overall issues; he referenced the previous plan; discussed time spent on the process; community vision; and he asked how the plan could be turned into action.

Mayor Sahli-Wells discussed statistics regarding pedestrian deaths in the United States noting that safety was the focus of the City Council and the BPAC.

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#### **Receipt and Filing of Correspondence**

Jeremy Green, City Clerk, reported that one email had been received for Consent Item C-1 and one for Action Item A-3.

MOVED BY COUNCIL MEMBER FISCH, SECONDED BY COUNCIL MEMBER LEE AND UNANIMOUSLY CARRIED, THAT THE CITY COUNCIL AND BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE RECEIVE AND FILE CORRESPONDENCE.

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#### **Order of the Agenda**

No changes were made.

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## **Consent Calendar**

### Item C-1

#### **CC - Authorization to Release a Request for Proposals for Engineering Design Services for the Expo-Downtown Bicycle Connector Project**

Mayor Sahli-Wells invited public comment.

The following members of the audience addressed the City Council and the Bicycle and Pedestrian Advisory Committee:

Mary Daval discussed those included on the outreach list; requested that bicycle organizations be specifically included on the list as stakeholders; she wanted to see a temporary version of the downtown connector installed; and she expressed concern with duplication of effort.

Terenig Topjian discussed how car lanes and bike lanes operate; lane capacity; scooters; first/last mile solutions; and providing connections to public transit.

Ken Mand expressed support for comments made by Mary Daval to expedite the project and he discussed phasing as a way of moving forward more quickly.

Discussion ensued between Committee Members and Council Members regarding traffic lane laws under consideration; providing options to increase volume; enhancing accessibility for locals and commuters; support for expediting the process; shifting behavior; the large amount of new development coming into the City; providing the infrastructure to allow for multiple mobility options; the pedestrian route to the downtown area; incorporating micro transit and bus routes into the plan; protected bike lanes; interim solutions; providing safe alternatives to new employees; additional office parking stops; increased traffic; demonstration projects; costs; and agreement that bicycle organizations be added to the outreach.

MOVED BY COUNCIL MEMBER FISCH, SECONDED BY COUNCIL MEMBER SMALL AND UNANIMOUSLY CARRIED, THAT THE CITY COUNCIL: AUTHORIZE THE RELEASE OF A REQUEST FOR PROPOSALS (RFP) FOR ENGINEERING DESIGN SERVICES FOR THE EXPO-DOWNTOWN BICYCLE CONNECTOR PROJECT.

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## Action Items

### Item A-1

#### **CC:BPAC - Approval of Revised Striping and Signage Plan for Higuera Street Bridge Replacement Project (PZ553, BHLS 5240-026)**

Sammy Romo, Project Manager, provided a summary of the material of record; discussed the original striping plan; providing a buffer; and recommendations by the Mobility, Traffic and Parking (MTAP) subcommittee.

Discussion ensued between Committee Members, Council Members and staff regarding the buffer between the lanes; spacing; the Higuera Bridge; the discussion by the MTAP subcommittee; safety concerns; crossing at the crosswalk with the signal; distance to the intersection; safety and efficiency; concern that cars would not be expecting bicycles to be exiting; traffic volume; providing a ramp down to the Creek on both sides; the difficulty of crossing; people who cross against traffic; clarification regarding improvements made to mobility options; and funding.

Mayor Sahli-Wells invited public comment.

The following members of the audience addressed the City Council and Bicycle and Pedestrian Advisory Committee:

David Metzler expressed concern that the protected lanes would be discontinued for a portion of the route; felt that the design would be functionally obsolete; and he discussed protected routes in other countries.

Charles Herbertson, Public Works Director, clarified that the protected lane would run the length of the bridge; he pointed out that the portion of the route from the bridge to Jefferson is located in Los Angeles; he noted that the project is focused on the bridge; and he acknowledged the need for connections.

Council Member Lee noted that Ballona Creek is the backbone of

the City's bicycle infrastructure; discussed major transport corridors; the General Plan process; and additional discussion with the City of Los Angeles.

David Metzler questioned whether Culver City could work with the City of Los Angeles to continue the protected bike lane.

Discussion ensued between staff, Committee Members and Council Members regarding clarification that Culver City could work with the City of Los Angeles to continue the protected bike lane, but that was not a part of the project; the legality of crossing out of a protected bike lane prior to the intersection; designing a break in the buffer to allow turns; buffered rather than protected bike lanes; safety concerns; allowing turns in an unexpected location; liability; left turn pockets; continuing protected bike lanes; allowing the cyclists to determine the safety; the turn pocket as a refuge when there is an opportunity to move over; concern with expecting cyclists to make unnecessary movement; marking the center median as a turn lane; concern with encouraging cyclists to make the turn; concern with bicyclists waiting in the wait lane and causing an obstruction; solving the issue by having two bike lanes; working around the utility pole; adding a safe zone but encouraging cyclists to go to the signal; concern with sending mixed messages; concern with adding a risky left turn; the opinion of traffic experts; and the Vision Zero policy.

Vice Mayor Eriksson moved to accept the staff recommendation.

Additional discussion ensued between staff, Committee Members and Council Members regarding support for building the current project with allowances for future expansion to a second ramp; restrictions on closely spaced crosswalks; installing a two way cycle track on one side; the ability to make changes after the fact; maintaining the crossing at the signalized intersection; the design of the cycle track; evaluation type; and extending a cycle track to Higuera as part of an additional project.

Council Member Fisch seconded Vice Mayor Eriksson's motion.

Further discussion ensued between staff, Committee Members and Council Members regarding shortening the distance; support for adding a second ramp; adding connections to the bike path; and allowing alternatives to discourage cut-through traffic.

Jeremy Green, City Clerk, explained procedures for making the motions and indicated that Member Hernandez had left the

meeting.

MOVED BY CHAIR LEIST, SECONDED BY MEMBER DIGA JACOBSEN AND UNANIMOUSLY CARRIED (ABSENT MEMBER HERNANDEZ) THAT THE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE: RECOMMEND THAT THE CITY COUNCIL APPROVE THE SIGNING AND STRIPING PLAN FOR THE HIGUERA STREET BRIDGE PROJECT (PZ553, BHLS 5240-026) TO INCLUDE BICYCLE LANE BUFFERS AND ROADWAY SIGNAGE DIRECTING BICYCLISTS TO CROSS HIGUERA STREET AT THE NEARBY SIGNALIZED INTERSECTION WITH EASTHAM DRIVE.

Mayor Sahli-Wells expressed hope that staff would work with the City of Los Angeles to connect the bike lanes and facilities as well as focusing on what can be done in Culver City to continue protected bike lanes within the City, and she asked that making a cul-de-sac at the end of Higuera be agendaized for a future discussion.

MOVED BY VICE MAYOR ERIKSSON, SECONDED BY COUNCIL MEMBER FISCH AND UNANIMOUSLY CARRIED, THAT THE CITY COUNCIL: APPROVE THE SIGNING AND STRIPING PLAN FOR THE HIGUERA STREET BRIDGE PROJECT (PZ553, BHLS 5240-026) TO INCLUDE BICYCLE LANE BUFFERS AND ROADWAY SIGNAGE DIRECTING BICYCLISTS TO CROSS HIGUERA STREET AT THE NEARBY SIGNALIZED INTERSECTION WITH EASTHAM DRIVE.

Council Member Small expressed appreciation for the collaborative process.

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Item A-2

**CC:BPAC - (1) Discussion of Bike Share Program Options and Available Funding for Bicycle and Pedestrian Projects and Programs; and (2) Direction to the City Manager and Public Works Director/City Engineer as Deemed Appropriate**

Heba El-Guindy, Public Works Department, provided a summary of the material of record.

Charles Herbertson, Public Works Director, presented a chart summarizing the most recent estimates from Metro for implementation of Metro Bike Share in Culver City; discussed the significant financial investment during the first year; total maximum exposure; normal operations; operating costs; estimated operating revenue; recovery rate; annual costs; the ability to opt out; and funding.

Mayor Sahli-Wells invited public comment.

The following members of the audience addressed the City Council and Bicycle and Pedestrian Advisory Committee:

Nathan Pope, Palms Neighborhood Council, discussed Metro Bike Share bikes in Palms; advocated for the bikes; cautioned against relying on private operators; discussed advantages to Metro Bike Share; and first/last mile solutions.

Responding to Vice Mayor Eriksson, Mr. Pope discussed availability and price increases with Jump Bikes.

Eric Bruins, Los Angeles Council Member Mike Bonin's Office, noted that Los Angeles had implemented recommendations made by Culver City; discussed the expectation that Culver City would implement improvements; the large investment for a small City; the business model; concern with being at the whim of private business; service availability; the experience of the City of San Diego with Jump Bike; and he indicated that Los Angeles was waiting for Culver City to join them

Rabi Abonour expressed support for Metro Bike Share; echoed concerns with private provider pricing; and discussed investing in the mobility of residents.

Frank Ching, Metro, discussed Metro Bike Share vs. other Bike Share operators; free programs; longevity of the program; and the business model.

Discussion ensued between Mr. Ching, staff, Committee Members and Council Members regarding time frame for implementation; integration with TAP cards; rates for e-bikes vs. stationary bikes; length of usage; cross promotion of transit modes; advertising; sponsorships; offsetting operating costs; discounted rates; age requirements; liability coverage; permits; TAP card integration; experiences of other cities; annual costs to the City of Los Angeles; fleet size; budgeting and actuals; equity; users and usage; alternative bicycles for those with disabilities; planning for equity; crowd sourcing; and design of stop locations.

Owen Gorman provided background on himself; discussed his commute; dockless mobility; serving those who do not have a phone; reliability; and he expressed support for the Metro program.



Sophie Nenner, Metro Bike Share, discussed affordability of Metro Bike Share vs. Jump Bikes, and she questioned what Culver City would do with bike infrastructure funding if it is not used to invest in Metro Bike Share.

Charles Herbertson, Public Works Director, discussed varying costs for bike facilities and he noted that the money used for Bike Share would be therefore unavailable for bike infrastructure.

David Metzler acknowledged the need for a connection to Palms; questioned whether the money should be spent on infrastructure before Metro Bike Share; discussed venture capitalist money; number of trips paid for in the first year; equity; and City subsidized rides compared to Jump Bike.

Ken Mand reported being a long term advocate of Bike Share; felt Metro was more equitable and stable; expressed concern with increased costs from Metro; discussed changing technology; the need for infrastructure; and options to reduce the burden on Culver City.

Discussion ensued between BPAC Members regarding providing alternatives to bicycles for first mile/last mile; new corporations coming into the City; ensuring that Culver City is an equitable city; the need for a public system; the college district; familiarity with TAP cards; spending money saved in the short term on infrastructure; grants; prioritization; the need for protected bike lanes; concern with demand without the proper infrastructure to support it; changes to cost estimates; support for the Metro Bike Share system; local benefit; the need to create safety for bikes; volume of micro mobility; diversifying mobility options; and ensuring that a system is in place before spending more money on bicycles.

Mayor Sahli-Wells discussed the reason for the bike focused meeting; the budget; the need to refocus priorities and change where money is invested; development of a mobility fund from developers; creating a more stable resource; changing methodology from Level of Service to Vehicle Miles Travelled; street widening projects; changing the focus to active transportation; providing alternatives for new workers; concern with the large amount of new parking at the Metro; the need for a healthy, equitable mobility system; building active transportation habits; clarification that no matter who uses alternative transit, the City benefits; the need to reprioritize

and find the money to support change; and she wanted to see the City pursue ensuring that the large companies that are going to impact the City do not make the City unlivable.

Discussion ensued between Metro representatives, staff and Council Members regarding access to data online; privacy issues; ability to cancel; ways to bring costs down; funding; storage on Metro Bikes; staff time to manage a private bike share program; liability; wear and tear on the roads; requests from large companies to put a stop at their location; potential sponsorship; and advertising.

At 10:20 p.m. Jeremy Green, City Clerk, indicated that Committee Member Shanman exited the meeting.

Further discussion ensued between staff and Council Members regarding walking from the Metro Station; the need to focus on the money available for bike infrastructure to build safe routes from the neighborhoods to the schools; expanding the bus systems; using a private operator as they would not cost the City anything while infrastructure is developed; usefulness of storage on bicycles; correcting the structural deficit; development of a long term revenue plan for the City; the need to find money to support a culture shift; studies that indicate the more people bike, the safer things get; urgency to make changes; desire to partner; convincing stakeholders that moving forward is in their interests; funding opportunities to prioritize infrastructure; and usability of the bicycles.

Additional discussion ensued between staff, Committee Members and Council Members regarding money from developers; community benefit; onetime contributions; the need for ongoing funding sources; prioritizing funding toward infrastructure; building the infrastructure out from high demand areas; grants; matching funds; support for Bike Share as a service the City is offering; starting small; delays to implementation; the process; serving residents; economic development; design build; and direction to staff to explore the relationship.

Frank Ching, Metro, indicated that Metro would look into phased implementation if directed to move forward, and he clarified that the City is deemed ready when resources are available.

Vice Mayor Eriksson indicated that he would not vote for something that is unfunded; suggested working with private companies; and he emphasized the importance of ensuring the fiscal health of the City.

Discussion ensued between staff, Committee Members and Council Members regarding reallocation of resources; recommended minimums; typical spending on bike infrastructure; prioritization; the Speaker Series presentation on High Speed Internet; the inability of certain businesses to locate in Culver City without high speed internet; Bike infrastructure and Bike Share as part of necessary infrastructure; concern that it is fiscally irresponsible not to work on bike infrastructure; and concern that businesses will leave Culver City the way they have left Santa Monica due to traffic if mobility infrastructure is not created.

MOVED BY COUNCIL MEMBER LEE AND SECONDED BY COUNCIL MEMBER SMALL THAT THE CITY COUNCIL DIRECT STAFF TO MOVE FORWARD WITH THE METRO BIKE SHARE OPTION.

THE MOTION CARRIED BY THE FOLLOWING VOTE:

AYES: FISCH, LEE, SAHLI-WELLS, SMALL

NOES: ERIKSSON

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Item A-3

**CC:BPAC - Presentation and Preliminary Comments on Bikeway Projects Recommended in the Bicycle and Pedestrian Action Plan**

Charles Herbertson, Public Works Director, introduced the item.

Heba El-Guindy, Public Works Department, provided a summary of the material of record.

Discussion ensued between staff, Committee Members and Council Members regarding the Jackson Street Gate; appreciation that the plans link up neighborhoods; projects with the most impact; providing options; enhanced visibility on the boulevards; serving the most vulnerable cyclists; the value of parking; prioritizing bicycle lanes over parking; affordable installations; different approaches; resident concerns with street parking; costs of different approaches; experiences of other cities; taking away the parking lane for public transportation vs. bicycles; implementation costs; bike boulevards; the original Bike and Pedestrian Master Plan; and Braddock and Lucerne.

Mayor Sahli-Wells invited public comment.

The following members of the audience addressed the City Council and Bicycle and Pedestrian Advisory Committee:

Larry Gross discussed the Class 4 bike lane proposed on Elenda from Washington to Culver; people who live along Elenda in Studio Estates who object to the installation; concern that parking will be disrupted and that demand does not exist; requests for data; and he felt that a lower class bike lane should be installed.

Travis Morgan expressed safety concerns with the installation of sharrows; received clarification from staff that sharrows were recommended for low volume residential streets; and he noted the difficulty of estimating costs.

Discussion ensued between staff, Committee Members and Council Members regarding appreciation to staff for their efforts to secure grants; the ambitiousness of the plans; continued pursuit of grants and other funding streams; support for connecting the schools; the need to focus on pedestrian issues; pedestrian hubs; direction to the BPAC from the City Council; the need for data from staff; timing of stop lights for pedestrians; the separate focus on pedestrian issues; the Golden State Water Main project; grants for major infrastructure projects; the Transit Oriented Development (TOD) Visioning Study; changing the medians on Washington Boulevard; enhanced crosswalks; new developments and the adequacy of standard width sidewalks; the sidewalk survey conducted by the Disability Advisory Committee; a suggestion that the Economic Development subcommittee look to other sources of revenue for the projects; and data.

Larry Gross questioned where the data was to justify building the infrastructure.

Chair Leist indicated that data was not necessary to justify the project and he asserted that too many people were driving to school unnecessarily.

Additional discussion ensued between staff and Council Members regarding completion of the document; focusing the vision of the City on an end goal; encouraging bike rides; impediments to pedestrians; pedestrian safety; the process; community outreach; public input; need; filling in high priority gaps; appreciation for a protected cycle track on Overland into the Lower Crest area; speed of traffic; lane narrowing; class types

and buffering; addressing areas of highest need; and access issues.

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#### **Public Comment - Items Not on the Agenda**

Mayor Sahli-Wells invited public comment.

The following members of the audience addressed the City Council and the Bicycle and Pedestrian Advisory Committee:

Terenig Topjian felt that bikes encountered more red tape than any other mode of transportation; discussed budgetary constraints; differences between access and parking for cars vs. bike riders; money available for bikes; the budget for pavement rehabilitation; actions of other cities; default requirements for developers to install bike lanes; bike lanes as revenue generators; investing in the City; fiscally responsible transportation investments; shifting thinking; and creating a functional transportation system.

David Metzler discussed the mental shift that needs to happen; clarification that lanes are not being eliminated, but rather being shifted from low capacity to high capacity; improving the speed on existing roads; the value of each parking spot; people who do not park in their garages; and he observed that people did not like to feel that things were being taken away from them.

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#### **Items from Council Members**

Mayor Sahli-Wells expressed appreciation to everyone for their participation and input.

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#### **Council Member Requests to Agendize Future Items**

Mayor Sahli-Wells received City Council consensus earlier in the meeting that making a cul-de-sac at the end of Higuera be agendized for a future discussion.

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**Adjournment**

There being no further business, at 11:46 p.m., the joint meeting of the City Council and the Bicycle and Pedestrian Advisory Committee adjourned.

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Jeremy Green  
CITY CLERK of Culver City, California  
Culver City, California

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MEGHAN SAHLI-WELLS  
MAYOR of Culver City

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ANDREW LEIST  
CHAIR of the CULVER CITY BICYCLE AND PEDESTRIAN ADVISORY  
COMMITTEE  
Culver City, California

Date: \_\_\_\_\_