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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

December 3, 2020  
6:00 P.M.

**Call To Order & Roll Call**

Chair Weiner called the Special Meeting of the Culver City Bicycle and Pedestrian Advisory Committee to order at 6:08 P.M. via WebEx Events.

**Members Present:** Michelle Weiner, Chair  
Art Nomura, Vice Chair  
Ann Diga Jacobsen, Member  
George Montgomery, Member  
Travis Morgan, Member  
Robyn Tenensap, Member\*  
Dane Twichell, Member

\*Member Tenensap joined the meeting at 6:52 p.m.

**Absent:** Phillip Hernandez, Member

**Staff Present:** Charles Herbertson, PW Director/City Engineer  
Heba El-Guindy, Mobility and Traffic  
Engineering Manager  
Rolando Cruz, Chief Transportation Officer  
Diana Chang, Transportation Planning Manager  
Joe Susca, Senior Management Analyst  
Alicia Ide, Management Analyst

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Alicia Ide, Management Analyst, explained meeting procedures and provided instructions for making public comment.

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**Pledge of Allegiance**

Chair Weiner led the Pledge of Allegiance.

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**Public Comment for Items NOT On the Agenda**

Chair Weiner invited public comment.

David Coles expressed appreciation to Public Works staff for their work on the mobility lane planning; discussed the new traffic signage; improvements to the red lane; and recent lane closures, particularly on Cardiff.

Mary Daval inquired about the status of the previous consensus to remove signage from Town Plaza prohibiting bicycles, with the acknowledgement that bicycles should move slowly through the shared space and defer to pedestrians.

Bubba Fish expressed support for improvements made to the mobility lane on Culver Boulevard and for removal of EV language.

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**Consent Calendar Items**

Item C-1

**Approval of Minutes for the October 1, 2020 Bicycle and Pedestrian Advisory Committee Special Meeting**

MOVED BY MEMBER MONTGOMERY AND SECONDED BY MEMBER MORGAN THAT THE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE APPROVE THE BPAC MEETING MINUTES FOR OCTOBER 1, 2020.

THE MOTION CARRIED BY THE FOLLOWING VOTE:

AYES: MONTGOMERY, MORGAN, NOMURA, TWICHELL, WEINER  
NOES: NONE  
ABSENT: HERNANDEZ, TENENSAP  
ABSTAIN: DIGA JACOBSEN

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## **Order of the Agenda**

No changes were made.

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## **Presentations**

Item P-1

### **Receive a Presentation and Discuss the Downtown Tactical Mobility Lane Project**

Rolando Cruz, Chief Transportation Officer, introduced the item; noted the importance of the Committee in the process; discussed Move Culver City Phase One; and he encouraged continued input to keep improving the plan to achieve a common goal.

Joe Iacobucci, consultant, introduced himself and discussed the planned presentation.

Diana Chang, Transportation Planning Manager, provided an update on the Downtown Tactical Mobility Lane project; discussed the background of the project; the intent to implement holistic transportation options for bicyclists, pedestrians and transit riders; evolution of the TOD Visioning recommendations; the Bicycle and Pedestrian Action Plan; people moving capacity; prioritizing people over cars; benefits of Move Culver City; the focus on the Downtown corridors; pre-COVID traffic conditions; experimentation with new ways to address challenges; and providing sustainable mobility options for the community.

Joe Iacobucci discussed the project design process; the quick-build process; the planned April launch; public engagement; existing conditions; outdoor dining; fostering business resilience; the bikeway component; unique conditions; and updated alternatives reflecting feedback received.

Tony Garcia, consultant, discussed design progress; accommodating different modes of transportation; pros and cons of the range of options available; operational considerations; access; community poll results; community direction; the concerns of businesses vs. the concerns of

residents; setting a modal priority; the goal to physically separate the bike lane and the designated bus lane; configuration of the bus lane next to the curb, with the parking lane to the left; operational functionality of the bus lane; enforcement; providing physical separation by parked cars; the draft proposal; feedback from the CPAC and from the Mobility, Traffic and Parking Subcommittee; incorporating bus/bike facilities without removing on-street parking; determining where to put resources; and traffic monitoring to determine what is and is not working.

Joe Iacobucci discussed next steps; ongoing public engagement; moveculverity.com; Open Studio Hours; and Community Workshops.

Member Tenensap joined the meeting.

Discussion ensued between the consultants, staff and Committee Members regarding the number of buses travelling on Washington Boulevard; people who will use the mobility lane if it is provided; the circulator; support for separate and protected bike lanes; families; school traffic; changes to community demographic; the inability to consistently fit the protected bike lane in; latent capacity; sharing a lane with professional drivers vs. sharing with the public; finding a balance; identifying a scenario that benefits everyone in the area; understanding challenges and issues; signage; protocol for passing; the large size of the buses; bus/bike interactions; redirecting behavior; making the bus lane a low speed vehicle travel lane; reduced costs and increased flexibility with smaller, slower speed vehicles; access to emergency vehicles; the experience of Mar Vista; competing interests; increased pedestrian space with curbside parking; safety; vehicle type for the circulator; businesses that are requesting the two-way turn lane; traffic volumes; trying a pilot program without the two way turn lanes; conditions pre and post pandemic; using the pandemic as an opportunity to change behaviors; and visibility issues due to glare from the sun.

Chair Weiner invited public comment.

The following members of the public addressed the Committee:

Bubba Fish discussed allowing equal time to be heard at meetings noting that corporations in the community get an outsized amount; proposed allowing a culture shift by

providing protected bike lanes; discussed potential intimidation for new riders sharing a lane with a bus; ensuring that families can commute to school; and trying things during the pilot program.

Jim Shanman discussed the area between Helms and Higuera; preferred routes; effective promotion of the preferred route; providing family bus passes during the pilot program; protected bike lane areas; solving safety issues; shared bus/bike lanes; allowing bikes to take priority; concern with lane changes and what happens in between the protected bike lane areas; and taking the opportunity to promote systemic change.

Tony Garcia, consultant, discussed providing multiple options for cyclists; drawings available on the website or at Studio Hours; areas where the protected bike lanes cannot be accommodated; the lack of local examples; other jurisdictions where similar programs are in place; and frequency of bus stops along the corridor.

Ken Mand felt the project would help reduce cut through traffic; discussed reduced volumes due to COVID; helping to change habits; the focus on the circulator; funding; finding ways to promote multi-modal experiences that work for everyone; community input from Arts District residents; ensuring traffic flow; the protected bike lane next to Expo; the route to Linwood E. Howe Elementary School; emergency response situations; shifting on-street parking; the interaction of bikes and buses; and designing transition areas in every block.

Tony Garcia indicated that passing spaces would be provided.

David Metzler noted the difficulty of eliminated street parking, but the importance of keeping that option open, and he received clarification regarding conflict zone markings.

Tony Garcia, consultant, acknowledged the learning curve for users, and he discussed the way intersections would be treated to address issues.

David Coles asserted that most parents would not be comfortable riding in a shared bike/bus lane and he wanted to see continuous protected bike lanes to extent possible.

Discussion ensued between staff and Committee Members regarding areas in the City with ample parking; the difficulty finding parking in the Arts District; inventory numbers; support for low speed vehicles in the shared bus/bike lane; appreciation to the consultants; and availability of additional information on the website.

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Item P-2

**Presentation by Staff on the Metro Bike Share Program and Make Recommendation to Council**

Heba El-Guindy, Mobility and Traffic Engineering Manager, provided a presentation on the Metro Bike Share program; discussed funding; monthly operations and maintenance costs; ongoing program changes; length of the existing contract; user costs; and the current experience of the City of Santa Monica with alternative provider for a couple of years.

Frank Ching, Deputy Executive Officer, LA Metro, noted that due to the pandemic, ridership had dropped by 50%; discussed operating and maintenance costs; equity; timing for program implementation; program locations; the inability to offer a Title Sponsorship for the remainder of the contract; the need for Board approval to amend the current contract; time remaining on the contract; the homeless situation; bike theft; changes to reduce issues; and he recommended waiting for Metro to evaluate the program and return with a better idea of costs and the best deliverable product available.

Discussion ensued between staff and Committee Members regarding available options; private companies; staff direction; consideration of other services; additional information available at a future meeting; revenue share; monthly operations and maintenance costs; potential changes to the cost of the Metro program by the time it is implemented; 50/50 shared costs with Metro; the potential for reduced operational costs; support for waiting until after the pandemic; annual costs; Santa Monica using the program as a revenue generator; offering free service; City Council direction; the decision of Metro to use Classic Bikes rather than Smart Bikes; evolution of the program; impacts of the pandemic on the program; changes from the original proposal; and the need to go to the City Council for approval of agreement and funding.

Frank Ching, LA Metro, discussed the Classic bike station configuration; e-bikes; the Smart bike; theft issues; increased costs; the Classic bike dock program; accommodating the e-bike configuration; subsidies to increase equity; and the position of Metro to go back to planning and not rush the program at this time.

Additional discussion ensued between Mr. Ching, staff and Committee Members regarding a suggestion to table the discussion until more information is available; City/Metro partnership to share the costs; public/private partnerships; and rapidly changing conditions.

Chair Weiner invited public comment.

The following members of the public addressed the Committee:

David Coles expressed disappointment with the potential delay in providing a public bike share program; discussed demand on the westside vs. in downtown Los Angeles; noted the value of scale with Metro Bike Share; concern with joining a sperate system like Santa Monica did; creating a cost-neutral program; proposals to make buses and trains free; concern with turning to private companies; and consideration of bike share as a public service.

Ken Mand questioned whether a private ride share company could fill in during the interim.

Frank Ching, LA Metro, emphasized the commitment of Metro to roll out the program in Culver City; discussed the evaluation being conducted by Metro; and consideration of a subsidized configuration.

Discussion ensued between Mr. Ching, staff and Committee Members regarding the proposed delay to the roll out of Metro Bike Share in Culver City when it is available on the westside; a suggestion to table the item to March for additional discussion when the Metro evaluation is complete before making any recommendations; the amount of time put into the process; the changing situation; a suggestion that Culver City use Metro and a private company as other cities do; dockless e-bike options; benefits of using private companies; convenience; current fee schedules; low income riders; infrastructure; using a private company on a temporary basis; the desire for an exclusive deal with Metro;

integration of the TAP card with Metro; the fare-less transit study; integrated technology; the Mobility Lane being implemented in April; the need for additional information before making a decision; scheduling; licenses issued to operate in the City; operational rules and regulations; additional options and competition; and whether to hold a January BPAC meeting.

MOVED BY MEMBER DIGA JACOBSEN AND SECONDED BY MEMBER TWICHELL THAT THE BPAC TABLE THE ITEM TO THE FEBRUARY BPAC MEETING.

THE MOTION CARRIED BY THE FOLLOWING VOTE:

AYES: DIGA JACOBSEN, MONTGOMERY, MORGAN, NOMURA,  
TENENSAP, TWICHELL, WEINER  
NOES: NONE  
ABSENT: HERNANDEZ, SHANMAN

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Item P-3

#### **Update by Staff on Progress of the Pilot Slow Streets Project**

Heba El-Guindy, Mobility and Traffic Engineering Manager, provided an update on the progress of the Slow Streets Pilot Project; indicated that the item would also be on the agenda for the next BPAC meeting; she discussed damaged signs and barricades; concerns raised by the maintenance crew regarding barricades/signs in the middle of the road; having to relate the signs to the side of the roads to accommodate trucks turning movements; limited reporting details, and high maintenance needs relative to what was originally expected.

Chair Weiner invited public input.

The following members of the public addressed the Committee:

Bubba Fish reported witnessing moved, damaged, or missing signage; he challenged the idea of sign placement; noted that the intent was to slow cars down; and he proposed that efforts be put into adding more significant infrastructure toward making the program permanent.

Discussion ensued between staff and Committee Members regarding feedback from Sanitation Operations; signage being moved; problems created for larger maintenance vehicles;



email and phone calls received; concerns from residents on Farragut; and missing and relocated barricades.

David Metzler indicated being a volunteer on Farragut; discussed the challenging location; those who move signs to get to parking; moving the signs so they face drivers on Farragut; visibility of the signs; and the potential for confusion with the current configuration.

Discussion ensued between staff and Committee Members regarding concern with removal of signage; the maintenance schedule; the inability of Public Works to take on additional responsibility; the hiring freeze; being realistic about what can be done; ensuring the success of the program; providing volunteers with zip ties and extra signs; damage after the big winds; the ability of volunteers to handle the program; the need for persistence; the feeling that people are still getting used to the program; and other neighborhoods interested in participating.

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#### **Public Comment for Items NOT On the Agenda (Continued)**

Alicia Ide, Management Analyst, indicated that no additional public comment had been received.

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#### **Receipt of Correspondence**

Alicia Ide, Management Analyst, indicated that no correspondence had been received.

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#### **Items from Bicycle and Pedestrian Advisory Committee Members/Staff**

Alicia Ide, Management Analyst, reminded everyone of required training for Committee Members and discussed options for participating.

Member Montgomery discussed cars in bus lanes in the Downtown area; navigation apps directing cars to bus lane on westbound Culver Boulevard; inconsistencies with programs and apps;

contributing factors that put cars in the wrong place; and safety issues.

Heba El-Guindy, Mobility and Traffic Engineering Manager, expressed appreciation for the information and indicated that staff would investigate alerting the companies to changes in the City.

Chair Weiner proposed a motion to hold a special meeting about opening the Jackson Gate on January 21, 2021, noting that the important issue had not been discussed in over a year.

Discussion ensued between staff and Committee Members regarding consolidating meetings.

MOVED BY CHAIR WEINER AND SECONDED BY MEMBER TENENSAP THAT THE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE HOLD A SPECIAL MEETING TO CONSIDER THE JACKSON GATE ON JANUARY 21, 2021.

THE MOTION CARRIED BY THE FOLLOWING VOTE:

AYES: DIGA JACOBSEN, MONTGOMERY, MORGAN, NOMURA,  
TENENSAP, TWICHELL, WEINER  
NOES: NONE  
ABSENT: HERNANDEZ, SHANMAN

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**Adjournment**

There being no further business, at 9:30 P.M., the Bicycle and Pedestrian Advisory Committee adjourned.

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

APPROVED

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Michelle Weiner  
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.

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Jeremy Green  
CITY CLERK

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Date