

THESE MINUTES ARE NOT OFFICIAL
UNTIL APPROVED BY THE
CULVER CITY
MOBILITY, TRAFFIC AND PARKING SUBCOMMITTEE

SPECIAL MEETING OF THE
CULVER CITY MOBILITY,
TRAFFIC AND PARKING SUBCOMMITTEE
CULVER CITY, CALIFORNIA

April 27, 2021
3:00 p.m.

Call to Order & Roll Call

Mayor Fisch called the special meeting of the Mobility, Traffic and Parking Subcommittee to order at 3:01 p.m. via Virtual Webex.

Present: Alex Fisch, Mayor
Göran Eriksson, Council Member

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

o0o

Pledge of Allegiance

Mayor Fisch led the Pledge of Allegiance.

o0o

Items from Members/Staff

None.

oOo

Public Comment for Items NOT On the Agenda

Mayor Fisch invited public comment.

The following members of the public addressed the Subcommittee:

David Coles raised his request that a conversation of signals pedestrian push buttons "beg buttons" be agendized for discussion.

Eric Sims, Kirk Douglas Theater, discussed the number of people that come into the City to visit the theater; accessibility to the downtown area; he felt it crucial that the recommendations of the Downtown Business Association (DBA) be followed for the theater to remain an economic driver in the community; and he noted the importance of reopening the westbound lane of traffic on Culver Boulevard.

Michelle Weiner reported that last month she had requested that an item be agendized about public safety, referring to new mobility lanes; discussed the million dollar research about Culver City youth who are in harm's way on City streets; she stated that the minutes had indicated that she had spoken regarding "beg buttons", but she had not; she indicated that Mayor Fisch had requested an email from her, which she sent; she reported presenting her point of view at the City Council meeting; and she felt the Committee could do a good job of looking more deeply into safety issues in light of new traffic patterns in town.

Subcommittee Members agreed to agendize a discussion of "beg buttons" and public safety.

oOo

Order of the Agenda

No changes were made.

oOo

Receive and File Correspondence

Alicia Ide, Management Analyst, reported receipt of 6 emails regarding the Overland/Ranch/Kelmore intersection.

MOVED BY MAYOR FISCH, SECONDED BY COUNCIL MEMBER ERIKSSON AND UNANIMOUSLY CARRIED, THAT THE MOBILITY, TRAFFIC AND PARKING SUBCOMMITTEE RECEIVE AND FILE CORRESPONDENCE.

o0o

Consent Calendar

Item C-1

Approval of Minutes of the Mobility, Traffic and Parking Subcommittee Special Meeting on February 23, 2021

MOVED BY MAYOR FISCH, SECONDED BY COUNCIL MEMBER ERIKSSON AND UNANIMOUSLY CARRIED, THAT THE MOBILITY, TRAFFIC AND PARKING SUBCOMMITTEE APPROVE MINUTES OF THE FEBRUARY 23, 2021 MOBILITY, TRAFFIC AND PARKING SUBCOMMITTEE SPECIAL MEETING.

o0o

Item C-2

Approval of Minutes of the Mobility, Traffic and Parking Subcommittee Special Meeting on March 30, 2021

Mayor Fisch indicated reviewing the minutes noting that they did accurately reflect comments made by Mr. Coles and Ms. Weiner.

MOVED BY MAYOR FISCH, SECONDED BY COUNCIL MEMBER ERIKSSON AND UNANIMOUSLY CARRIED, THAT THE MOBILITY, TRAFFIC AND PARKING SUBCOMMITTEE APPROVE MINUTES OF THE MARCH 30, 2021 MOBILITY, TRAFFIC AND PARKING SUBCOMMITTEE SPECIAL MEETING.

o0o

Presentations

Item P-1

Presentation of Plans and Review of Community Outreach for the Trial of a Temporary Redesign of the Intersection of Overland/Ranch/Kelmore Funded by an ATP Quick-Build Grant Awarded to the Mobility & Traffic Engineering Division of the Public Works Department; and (2) Provide Direction to Staff

Heba El-Guindy, Mobility and Traffic Engineering Manager provided a presentation of concept plan for the trial of a temporary redesign of the intersection of Overland/Ranch/Kelmore; she discussed a grant received under the Active Transportation Program (ATP) Quick Build; origin of the item; enhancing safety of the intersection; El Rincon School; collision statistics vs. a sense of safety; making the intersection more friendly; expanded community notification; two community meetings; existing conditions; the plan concept; community feedback; using paint to create delineation; community opposition to planters or vegetation in the island; freeing up funds to replace the flashing beacon; adding two streetlights; upgrading the stop signs with LED signs to enhance visibility; enhancing crosswalks marking; request for speed humps; island markings; accessibility improvements; intent of the concept design; turning movements; street parking; emergency services; concern with use of the island by the homeless; the trial period; maintenance; isolating the intersection into smaller segments; and options for delineators.

Mayor Fisch invited public participation.

The following members of the public addressed the Subcommittee:

Jim Shanman commended staff for their efforts; discussed addressing concerns; immediate needs; the project as a stop-gap measure; the number of hurdles for paint on pavement; the nature of temporary installation before finalizing the design; and he asked the Subcommittee to support the recommended measures.

Discussion ensued between staff and Subcommittee Members regarding appreciation for the work of staff and extensive public outreach.

Eric Shabsis indicated that two area residents were having difficulty submitting requests for public comment.

Bob Knopf expressed surprise about the re-design and a lack of outreach; frustration that the project was moving forward; asserted that there had been no collisions and the project was only moving forward as it had funding; and concern that changes would lead to a traffic light resulting in creation of a thoroughfare.

Rosalind LaBriola provided background on herself; expressed support for bright crosswalks; wasn't sure why a grant was necessary; and expressed concern with insufficient community involvement.

Discussion ensued between staff and Subcommittee Members regarding support for ensuring that the intersection does not become a thoroughfare; student safety; advisory committee recommendations; emails received in support of the proposed configuration; the ability to make changes if needed; enhanced pavement markings; ensuring that efforts are not duplicated; and future City Council consideration.

o0o

Item P-2

(1) Receive a Presentation on the Transportation Service Key Performance Indicators; and (2) Provide Direction to Staff as Deemed Appropriate

Rolando Cruz, Chief Transportation Officer, introduced the item.

Kaitlyn Zhang, Transportation Planning Management Analyst, provided a presentation on Key Performance Indicators (KPIs) for Transportation Services; discussed available services; continued operating during the pandemic; and the Fiscal Year KPI summary.

Jane Chan, Transportation Planning Management Analyst, discussed CityBus Ridership for the third quarter of Fiscal

Year 2021; anticipated increases to ridership; passenger per hour rate; school ridership; and overload issues.

Ken Bales, Transit Operations Analyst; presented CityBus and CityRide KPIs for the third quarter of Fiscal Year 2021; discussed corrections to data validation issues for the first and second quarters; increases to on-time performance; early departures; enforcing scheduled time points; pull-out performance; COVID-19 food deliveries; and expected increases to ridership with the July 2021 opening of the Senior Center.

Kaitlyn Zhang, Transportation Planning Management Analyst, discussed reduced ridership on CityShare and RideShare, and plans to continue monitoring.

Nestor Ducreux, CityFleet Management Analyst, discussed preventative maintenance for CityFleet; labor efficiency; use of Clean Energy; different types of fuel consumption; entire overall performance; and additional KPIs.

Mayor Fisch invited public participation.

Alicia Ide, Management Analyst, reported no requests to speak.

Discussion ensued between staff and Subcommittee Members regarding reduced revenue; Capital Improvement Projects (CPIs); and reduced ridership as consistent with the region.

o0o

Item P-3

(1) Receive a Presentation on the LA County Free Fare Proposals Related to LA Metro's Fareless System Initiative; (2) Discuss the Impacts on Culver CityBus Operations; and (3) Provide Direction to Staff on Next Steps and Engagement with City Council

Rolando Cruz, Chief Transportation Officer, discussed the conversation about fare; the upcoming budget; decreased revenue with decreased passengers; creation of a Fareless Service Initiative (FSI) in Los Angeles; and challenges and opportunities.

Nick Szamet, Senior Financial Analyst, provided background on the FSI championed by Metro; discussed the pilot program; the

regional dialogue; state and local implications; financial impacts; cost increases; needed service to meet demands; the Metro survey; concerns regarding funding stability and long term viability; changing fleet dynamics; range; potential service inequity; losses over the past two fiscal years; partnerships; defining metrics for success of a pilot program; and potential service overload.

Rolando Cruz, Chief Transportation Officer, discussed Culver City as a subregional provider; lines outside of the City; the large area served; connections to the Big Blue Bus and Metro; Metro as the regional representative for the municipal operators; public transportation as a right; providing alternative mobility services for everyone; ways to fund the program; and involvement of the County Board of Supervisors.

Discussion ensued between staff and Subcommittee Members regarding the focus of Metro on service; the feeling that equity lies in proving reliable service; goals of the program; subsidies in Los Angeles county; self-generated funds by the farebox; current funding for transportation with heavy subsidies; other free services provided by cities; addressing low-income riders; teaching students to get in the public transportation habit; filling the funding gap; the one-time federal funds for the pilot program; speeding up the ridership recovery; the role of federal government; overcoming ridership hesitancy; headway; availability; coverage; funding and usage in Europe; concern with not having money to electrify if revenue is not brought in; current low fares; concern with absorbing increased costs and being unable to increase quality of buses or continue quality service; cases where lowering prices creates a negative impact; concern with knocking off the financial base for local carriers; region-wide bus pilot projects; low-income qualification programs; creating tiered pricing; and forecasting models for different scenarios.

Mayor Fisch invited public comment.

The following member of the public addressed the Subcommittee:

Travis Morgan discussed equity; the circulator service; simplicity; credit card usage to pay directly; and providing a free system that encourages ridership due to the simplicity of use.

Additional discussion ensued between staff and Subcommittee Members regarding public funding; impacts of COVID on different transit agencies; and sustained funding.

o0o

Item P-4

(1) Receive a Presentation on the Progress of Bus Stop Improvement Project Phase II, the Plan of Action for Phase III, and Concepts of a New Single Poled Shelter; and (2) Provide Direction to Staff as Deemed Appropriate

Nestor Ducruex, CityFleet Management Analyst, provided a presentation on Phase 2 of the Bus Stop Improvement program; discussed scope of the project; upgrades; reimagining the E-Line station; approval needed for additional stops; project timeline; progress to date; Phase 3; and locations with challenges.

Mayor Fisch invited public comment.

The following members of the public addressed the Subcommittee:

Jim Shanman expressed support for the changes made and proposed adding bike racks to bus stops.

Ken Mand thanked staff for their work in the Arts District; noted the need for additional conversation; discussed existing non-compliant structures; Americans with Disabilities Act (ADA) concerns; heights; additional community vetting; incorporating art components; creative seating; Transit Oriented District (TOD) Visioning goals and goals of MOVE Culver City within the structures; the need for additional conversation on the preliminary look; and lighting.

Discussion ensued between staff and Subcommittee Members regarding conversations about expanding mobility use at bus stops; the concept; maintaining uniformity; color consistency; the LED sign; incorporating artwork; creating a standalone system; supporting power for the Next Culver CityBus sign and lighting; and seating considerations.

Michelle Weiner received clarification that seating and lean rails would be installed by the end of May.

Additional discussion ensued between staff and Subcommittee Members regarding non-conforming stops; the intent for community conversation; costs for rehabilitation; creation of alternatives with lighting; circulator stops in the Arts District; and the opportunity to revitalize the look and feel of bus stops in the City.

David Metzler proposed adding USB chargers at bus stops.

Discussion ensued between staff and Subcommittee Members regarding pros and cons of adding chargers at bus stops; naming bus stops; lighting; the plaque at one of the Veterans bus stops; and bus naming in the upcoming mobility guidelines.

oOo

Item P-5

(1) Receive a Presentation on the Vehicles for the Circulator Service; and (2) Provide Direction to Staff

Rolando Cruz, Chief Transportation Officer, discussed the intent to go live with the circulator service on June 30, 2021; MOVE Culver City; changing behavior; exploration of the Tram Shuttle option; the difficulty of solving the street legal requirement; ways to categorize the vehicle; classifications made by other cities; low-speed vehicle code; ability of the Department of Motor Vehicles (DMV) to register the vehicle if it passes the Federal Motor Vehicle Safety Standards for a bus; timing issues; he proposed an interim plan to make use of three electric vans for six months while other challenges are worked out; discussed other uses for the electric vehicle; branding; rear-loading for wheelchairs; limitations with leasing standard vans; conversations with a vendor to work with Moto Electric to help qualify as a low-speed vehicle or a bus; hybrid electric available with Villager Trolley; budgeting for Fiscal Year 2022; implementation of a permanent solution; and readiness of the trolley by November.

Discussion ensued between staff and Subcommittee Members regarding discussions with DASH LA; communication with other agencies; and staff agreed to investigate renting or leasing airport shuttles from rental car companies.

Mayor Fisch invited public comment.

The following members of the public addressed the Subcommittee:

Ken Mand expressed appreciation to staff and support for the interim plan and for the use of open air shuttles.

Travis Morgan expressed appreciation for the creative problem solving by staff; discussed allowing an on-time launch; rental car companies that have gone bankrupt; encouraging mode share; and he noted smaller vehicles available at ridecircuit.com that could be used as a resource.

Rolando Cruz, Chief Transportation Officer, discussed the Low Speed Vehicles (LSV) being used by Circuit; the MotoEV option; and weight restrictions.

Eric Shabsis discussed TIG/m, the local Los Angeles shuttle and trolley manufacturer in Chatsworth that Sam Schwartz Engineering works with; and rubber wheel and tracked systems.

George Montgomery thanked staff for their efforts to make the tram-like vehicle work; discussed use of sustainable vehicles; changing legislation; and options and pricing for trolleys.

Rolando Cruz, Chief Transportation Officer, clarified that the trolleys were all electric and staff was looking into pricing options.

Colin Diaz echoed comments about TIG/m; asked about the route and number of stops; and questioned plans for outreach.

Travis Morgan proposed a unified effort from the businesses to provide a card with every takeaway meal encouraging people to park and ride the new route.

Mary Daval expressed support for the circulator; discussed evaluating potential conflict with loading options; education; and signage.

Discussion ensued between staff and Subcommittee Members regarding the opening celebration; use of existing stops; the dedicated system in the dedicated bus lane; the ability to add more stops; drafting of procedures for wheelchair pickups requiring lifts; support for a side-load permanent solution; necessary changes to California code for vehicle

April 27, 2021

categorization; obtaining a number from the DMV; and support for weekend service until 2:00 a.m.

o0o

Item P-6

(1) Receive a Presentation on the MOVE Culver City - Downtown Tactical Mobility Lane Project Status Update, Including an Update on the Art-Inspired Street Treatment and the Downtown Study; and (2) Provide Direction to Staff as Deemed Appropriate

Rolando Cruz, Chief Transportation Officer, provided an update on MOVE Culver City; discussed project status; the downtown study; post-pandemic options; process considerations for the downtown study; asphalt art concepts; community engagement and input; the intent of MOVE Culver City; public right of way; continued progress with mobility options; City Council direction; dedicated and prioritized bus and bike lanes; providing different mobility options; tactical urbanism; the pandemic emergency; the Economic Recovery Task Force (ERTF); next steps; the intent to return the public right of way to mobility options; City Council direction to move forward with Version 4 excluding westbound Culver and Main Street; continued lane design and install; the Bus and Bike platform; the IFB for construction; circulator planning; art placemaking; community installs; continued evaluation, monitoring and response; clarification that the downtown corridor is moving forward according to plan; concerns with the downtown area; operational challenges; finding a solution to westbound Culver and Main; the long-term vision; the process to start the conversation; getting back to normal; increased traffic; access to Culver Steps; and the task to provide alternative mobility options prioritizing bus and bike lanes.

Joseph Iacobucci, Sam Schwartz Engineering, discussed post-pandemic options for westbound Culver; pre-pandemic conditions; dedication of space toward outdoor dining; flex-space; options for MOVE Culver City; design criteria; turning movements; bus and bike access; and options that meet design criteria.

Rolando Cruz, Chief Transportation Officer, discussed the downtown planning timeline; the City Council decision on how and when to move forward; preliminary conversations to gather

ideas and thoughts; potential design charettes with the neighborhoods; and creation of ideas and preliminary sketches and pricing.

Diana Chang, Transportation Planning Manager, indicated that an update would be provided to the Subcommittee at the next meeting; discussed development of design concepts for asphalt art; the upcoming presentation at the virtual community workshop; survey results; she presented different concepts; discussed complexity; consistency; repeated use of identifiable color palette and shapes; corridor context; the timeline for art development; and community volunteers.

Mayor Fisch invited public comment.

The following members of the public addressed the Subcommittee:

Eric Sims, Kirk Douglas Theatre, noted the importance of a local access route through Culver City on the westbound side of Culver Boulevard; expressed support for Option B; and he wanted to see accessibility for everyone.

Sarah Cha echoed support for Option B and the goals of MOVE Culver City to secure a general lane in each direction on Culver Boulevard and Washington Boulevard; discussed the strength of local businesses; providing access in all directions; collaboration with the City to provide a temporary reallocation of space; temporary expansion of outdoor dining; relaxed COVID restrictions; return to normalcy; thoughtfully reallocating a general purpose lane; and maintaining a bus/bike lane.

Kevin Lachoff provided background on himself; discussed the transformation of the Culver City downtown area; the importance of accessibility to the City; the impracticality and unsustainable nature of the current shutdown of Washington and Culver; he expressed support for Option B and restoring access; discussed the mobility lane; and maintaining outdoor dining options for businesses still recovering from the pandemic.

Ken Mand discussed differing opinions; opportunities to partially open up westbound traffic; concerns of property owners and businesses in the area; the long-term vision with moving the curbs that allows for the dedicated bus lane, outdoor dining and the bike lane; concern with de-

prioritizing the pedestrian experience; and support for bringing in tenant and services that the community needs to Culver Steps.

Eric Shabsis discussed the importance of providing access to businesses from all directions to the downtown area; the temporary allocation of space for outdoor dining; the need to thoughtfully reallocate a general purpose lane for westbound Culver Boulevard while maintaining expanded outdoor dining in the existing bus/bike lane; the lifting of COVID restrictions; returning to pre-pandemic conditions; and support for Option B to ensure the return of businesses and their success.

Darrel Menthe, Downtown Business Association (DBA), discussed the success of the outdoor dining program; saving space while keeping mobility and pedestrian access; working to find consensus; support of Option B from the DBA; an additional separated bike lane on the Watsica/Duquesne corridor; the importance of a long-term vision to do everything better; having a general purpose lane as being part of the agreed upon design guidelines for MOVE Culver City; the two-block area of downtown affected; shifting the bus lane to the curb lane when outdoor dining is no longer needed; increasing the amount of public right of way toward mobility; elimination of distancing requirements; those who want to see the entire downtown area become pedestrianized; Option B as a win/win compromise; and he expressed support for cutting edge art.

Gabrielle Hackman, Hackman Capital Partners, expressed support for Option B; discussed the original goals of MOVE Culver City; the importance of access from all directions; the temporary change; the need to reassess and reallocate a local access lane; new businesses coming into the City; ensuring that traffic is not forced into neighborhoods; customers with limited access to transportation; commitment to expanding transportation opportunities; providing a plan in line with the original goals of MOVE Culver City; communication with bicycle and pedestrian advocates; and the importance of meeting people halfway.

Ryan Smith, DBA, echoed previous support voiced for Option B; thanked the bike community and staff; noted that the only square footage being lost with Option B is by the DBA giving back outdoor dining space; discussed the mobility lane next to a localized traffic lane; and people working toward an equitable solution.

Ken Kaufman, Rush Street, discussed cooperation between stakeholders in the City; the need for local access westbound on Culver Boulevard; residential traffic; support for Option B; dedicated bus and bike lanes; loss of space at City Tavern; moving vehicular traffic on to Washington Boulevard; and support for the next phase of the process.

Travis Morgan discussed work toward a win/win solution, and he questioned the timing of the presentation of the plans to the public.

Discussion ensued between Mr. Morgan, staff and Subcommittee Members regarding conversations between staff, the CPAC and the DBA; the focus on asphalt art; concern that the DBA has lined up support and talking points for the concept they want to see implemented because they have had previous meetings with staff; concerns raised by members of the public that the study has been bought; allowing a chance for public/private partnership; the DBA study with zero input from the public on any options; the Bike Culver City Steering Committee; major changes with no public involvement; concern that the only options available are Options A and B; clarification that the same amount of public right of way is available on the other side of the street; the 45 day timeline; clarification that decisions are not being made right now; concern with surrendering communities to cars; other cities in California that are taking the moment to re-think the way streets are used; and available options.

David Coles, Bike Culver City, speaking as an individual, discussed support for thriving businesses in Culver City; felt that Option A or B was not something they would have drafted if they could have been involved; discussed influencing mode share toward cycling; goals of MOVE Culver City; and he observed that people are successful in figuring out how to get to downtown as it is very busy these days.

David Metzler agreed with the previous speaker that neither Option was great; discussed timing; busy businesses; the advantage of extra space provided to them; extending lack of fees for outdoor dining; he wanted to see the current situation extended; and he asserted that when Option B is extended, he will not be cycling in the area due to decreased safety.

Mary Duval discussed her involvement in the Quick Build

process; the robust public involvement process until now; work between the DBA and staff without public input; the lack of planned community meetings; ERTF involvement; concern with duality thinking; reaching consensus; westbound traffic on Culver; and focusing on wayfinding to parking.

Colin Diaz expressed support for Option B as benefitting the greatest number of stakeholders; discussed cut-through traffic; employees coming into the City; and filming.

Michelle Weiner asserted that Option B was not equity as cycling was not included at all; she read a comment from Bubba Fish who asserted that re-opening westbound Culver was a re-closing to people; he noted how popular the changes have been; opposition from environmental and equity groups; stated that Culver City has been overbuilt for cars; and he wanted to keep the win for equity and the climate.

Alicia Ide, Management Analyst, indicated that she was unable to find Maya Mallick and Kathy Johnson to allow them to speak, and she encouraged them to send comments to public.works@culvercity.org.

Discussion ensued between staff and Subcommittee Members regarding the intent to continue the public conversation at the CPAC and upcoming community meeting; not moving forward until it is clear what is going downtown; the need for City Council input; the staff update; presentation of the art concept; contested urban space; ensuring that everyone is heard; the agreement on the need to preserve one lane of general traffic in each direction and one mobility lane; Subcommittee Members indicated that this was the first chance to see the item as well; and appreciated the work of staff on the issue.

o0o

Public Comment for Items NOT on the Agenda

Mayor Fisch invited public participation.

Alicia Ide, Management Analyst indicated that Jim Shanman had wanted to speak, but was no longer on the line, and she encouraged anyone with additional comments to send them to be forwarded to staff at: public.works@culvercity.org.

o0o

Adjournment

There being no further business, at 6:22 p.m., the Mobility Traffic and Parking Subcommittee adjourned its meeting to May 25, 2021.

o0o

Jeremy Green
SECRETARY of the Culver City Mobility, Traffic and Parking
Subcommittee, Culver City, California

APPROVED

ALEX FISCH
Mayor, Mobility, Traffic and Parking Subcommittee
Culver City, California