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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

May 13, 2021  
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 6:04 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

**Staff Present:** Charles Herbertson, PW Director/City Engineer  
Heba El-Guindy, Mobility and Traffic  
Engineering Manager  
Alicia Ide, Management Analyst  
Valerie Perez, IT

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**Pledge of Allegiance**

Member Tenensap led the Pledge of Allegiance.

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**Items from Members/Staff**

Alicia Ide, Management Analyst, thanked those who had completed their Diversity Training; encouraged Members with

expiring terms to reapply by May 17 as there are no limits to serving on the Committee; and she indicated that the Committee is looking for a representative from the School District and a Student Representative.

Chair Weiner indicated willingness to reach out to anyone suggested for Membership.

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

Chair Weiner invited public comment.

The following members of the public addressed the Committee:

Adrian Killigrew was called to speak but could not be heard.

Nancy Barba wanted to ensure that the Bicycle and Pedestrian Advisory Committee (BPAC) was engaged regarding any discussions on existing road closures through downtown Culver City.

Adrian Killigrew expressed concern with signage regarding motorized bicycles on the Ballona Creek Bike Path noting the potential for confusion; he proposed instituting a mile per hour limit; and he suggested including updated signs regarding motorized vehicles on the Culver Boulevard route as well.

Chair Weiner acknowledged that e-bikes are allowed, but that the signage is confusing, and she noted that a discussion of the road closure on Culver Boulevard was not agendaized, but could be discussed at the end of the meeting under Items Not on the Agenda.

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**Order of the Agenda**

Chair Weiner indicated that no changes were necessary to the order of the agenda.

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**Receipt of Correspondence**

Alicia Ide, Management Analyst, reported receipt of two emails in support of reopening the Jackson Gate.

MOVED BY MEMBER TWICHELL, SECONDED BY MEMBER DIGA JACOBSEN AND UNANIMOUSLY CARRIED, THAT THE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE RECEIVE AND FILE CORRESPONDENCE.

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**Consent Calendar Items**

Item C-1

**Approval of Minutes for the April 15, 2021 Special Bicycle and Pedestrian Advisory Committee Meeting**

MOVED BY MEMBER TWICHELL, SECONDED BY MEMBER DIGA JACOBSEN AND UNANIMOUSLY CARRIED, THAT THE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE APPROVE MINUTES FOR THE SPECIAL BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE MEETING OF APRIL 15, 2021.

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**Action Items**

Item A-1

**Adoption of a Letter Prepared by BPAC Members for City Council Consideration that (A) Requests that the City Council Agendize Opening the Jackson Gate as an Action Item for an Upcoming Meeting; and (B) Recommends City Council Approval of Opening the Jackson Gate.**

Chair Weiner invited public comment.

The following members of the public addressed the Committee:

Disa Lindgren expressed support for opening the Jackson Gate.

Nancy Barba expressed strong support for opening the Jackson Gate to encourage people to get out of their cars; discussed making it easier for people to ride their bikes; use of the Ballona Creek Bike Path as a commuter route for bicycles and pedestrians; and she noted the importance of opening up access points.

Discussion ensued between staff and Committee Members regarding appreciation to Member Diga Jacobsen and the Subcommittee for their efforts in writing the letter; providing administrative authority to Public Works to open the gates which could be considered as a pilot; the need to remove Phillip Hernandez from the letter as he is no longer a BPAC Member; the collaboration put forth on the effort; the importance of providing access to the multi-use path; the potential for reducing emissions by providing alternative mobility; the importance of providing emergency access points; providing equity and accessibility; creating access for seniors and students; the need to adjust the date of letter due to timing and public notice; the timing and process to add items to City Council agendas; concern with deferring the item; and agreement to submit the letter as is, with the removal of Phillip Hernandez's name.

MOVED BY MEMBER DIGA JACOBSEN, SECONDED BY MEMBER NOMURA AND UNANIMOUSLY CARRIED, THAT THE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE REMOVE PHILLIP HERNANDEZ'S NAME AND SUBMIT THE LETTER TO THE CITY COUNCIL.

Chair Weiner agreed to take responsibility for removing Phillip Hernandez's name from the document and submitting the letter to the City Council.

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Item A-2

**(1) Discuss Potential Changes to CC Ordinance and Resolution Currently Restricting Bicycling Through Town Plaza, Riding Speeds, and Associated Means for Enforcement; and (2) Make Recommendation to City Council as Appropriate**

Chair Weiner invited public comment.

The following member of the public addressed the Committee:

Mary Daval expressed concern with items being discussed endlessly and not moving forward; discussed the suggestion to add speed limit signs; the expansion of Town Plaza; bike racks in the center of the Plaza; and she expressed support for adding signage to direct cyclists to cycle at slow speeds, proceed with care and yield to pedestrians.

David Metzler echoed comments from Mary Daval, wanted to see the item go before the City Council, and proposed indicating that any kind of mobility device is allowed as long as they are yielding to pedestrians and proceeding at a safe speed.

Sophie Nenner expressed support for opening up the Plaza to bicycle riding and for comments made by Mary Daval.

Discussion ensued between staff and Committee Members regarding space limits of the Town Plaza including in front of the Steps; the intent to gain input from the BPAC and then present to the City Council; the process; ensuring that it is clear that the entire Plaza is being considered; public right of way vs. private property; the definition of a bicycle; different modes of transportation; exceptions for special events when the Plaza is crowded; dismount distance; fake grass strips in the Plaza that limit movement to certain areas; a suggestion to write an ordinance clarifying that the area is a public right-of-way and should be open to non-powered vehicles traveling in a safe manner; support for keeping rules simple and open to interpretation; rescinding the old resolution and replacing it with a new one vs. rescinding it completely; providing leeway to Public Works Department; the need to back signage with a resolution in the code to meet enforcement requirement; pass-through or destination usage of the Plaza rather than as a recreation area for skateboarders; concern with the potential for damage and leaving marks on the pavement; difficulty regulating skateboards; the importance of yielding to pedestrians; the prohibition of usage of sidewalks by bicycles; MOVE Culver City; the draft resolution to be brought back to the Committee for review; constant usage of the space by people on skateboards which is a valid mode of transportation; reliance on state and county laws; confusing rules; use of common sense; the importance of staying inclusive; provisions of the Vehicle Code; lessening public contact with police; the importance of signs to let people know what is expected; similarities with the Ballona Creek Bike Path; existing traffic laws; and clarification that bicycles are considered vehicles and not pedestrians.

Alicia Ide, Management Analyst, read a comment from Steve Herbert in the chat expressing concern that if a replacement resolution is not in place, the City Council, staff, or the Police Department could impose rules or enforce the

California Vehicle Code in a way that is not envisioned by the BPAC.

Additional discussion ensued between staff and Committee Members regarding formulation of a replacement resolution; enforcement issues; safety issues including with small children; the beach bike path; judgement of the bike riders as to what speed is safe; making it clear that cyclists are to yield to pedestrians and could be responsible for collisions; offering a replacement resolution; the process; outliers; and consensus that staff bring back a replacement resolution for Committee consideration.

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## **Presentations**

### Item P-1

#### **(1) Presentation on Background and Conceptual Plan Previously Considered for Redesign of the Intersection of Lucerne Ave/Ince Blvd; and (2) Discussion of Next Steps**

Heba El-Guindy, Mobility and Traffic Engineering Manager, provided a summary of the material of record including project background, safety and operational concerns raised by community members, proposed concept plan of redesigning the intersection, traffic control devices to be used, potential effect on curb-side parking, and possible duration of pilot redesign and review.

Chair Weiner invited public comment.

The following members of the public addressed the Committee:

David Coles expressed appreciation that his request to agendaize the item had been accepted; he felt that the project could be implemented using temporary materials; and he hoped that if there is positive community response to the changes and funding is available, that more permanent infrastructure treatments can be put in place.

Eric Shabsis, Culver Studios, noted the intersection had been part of conversations as part of CPA6 and CPA7; discussed crossing guards to facilitate safe passage of students; considerable outreach that took place to the Rancho Higuera Neighborhood; residents' concerns about how the intersection

could be reconfigured; the institutional conversation; and he indicated that the Studio was generally in favor of shortening crossing distances for pedestrians.

Discussion ensued between staff and Committee Members regarding the significant community conversations that occurred regarding the Area's Traffic Management Plan (NTMP); alternative design that was developed in 2013; resident concerns; the Linwood Howe Safe Routes to School project; budgetary constraints; accident data; parking concerns; overall support for making changes; creating a Quick Build project; potential grants; support for taking temporary measures to test the changes and make adjustments as needed before instituting permanent changes; the ineffectiveness of painted bulbouts; the possibility of eliminating the southbound right turn movement; moving the approach closer to tighten the intersection resulting in lower turning speeds; and the existing four-way stop control.

Disa Lindgren expressed support for enhancing the safety of the intersection and she thanked staff for their efforts.

Additional discussion ensued between staff and Committee Members regarding future plan to use Ince as a two-way bikeway; preparation of the NTMP Plan in 2013; bulbouts as part of the NTMP; Phase 2 of the Plan; access points; Environmental Impact Reports (EIRs); entitlements of the Culver Studio project; cut-through traffic; appreciation for creative thinking; the ability to move forward with the reduced scope without a grant; the gradually increasing traffic volumes; support for moving forward; community consultation; and next steps.

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Item P-2

**(1) Presentation of the Farragut Bike Boulevard Plan, as Contained in the Bicycle and Pedestrian Action Plan; and (2) Discussion of Concerns About Road Segments with Missing Sidewalks**

Heba El-Guindy, Mobility and Traffic Engineering Manager, provided a presentation on the Farragut Bike Boulevard Plan including markings and customized signage associated with the Bike Boulevard designation and additional traffic calming devices along the corridor. Sections with missing sidewalk

on one side of the street were also presented along with associated constraints and recommended corrective measures for connectivity and accessibility.

Chair Weiner invited public comment.

The following members of the public addressed the Committee:

David Coles expressed interest in proceeding with implementation of the Bike Boulevard; did not want to see constraints regarding the construction of a sidewalk to slow down the process; and he expressed support for saving the mature trees and eliminating car parking in order to provide a sidewalk where space is limited.

Discussion ensued between staff and Committee Members regarding concern with shifting road alignment from one block to another; connectivity between intersection corners; the trees in the public right of way; property lines; removal of private planters; the need to create an alternative design; appreciation for the work of staff; opportunities to add mini-circles; costs; vertical traffic calming devices and the effectiveness of using speed humps to control operating speed; the drainage component; adding bulbouts; enabling sidewalk construction in the future; and improvement to accessibility elements including new compliant curb ramps.

Eric Shabsis questioned whether there was an opportunity and rationale to remove problematic ficus trees that cost the City and homeowners money and to replace them with less impactful trees.

Further discussion ensued between staff and Committee Members regarding clarification that there is no space to replant trees if a sidewalk is installed; uplift and sidewalk repair; the contentious nature of tree removal requests and lack of a unified opinion; input from the City Arborist; City Council appeals; clarification that most damage done by ficus trees close to the surface; root infiltration and potential damage to sewer lines; leakage; a reminder that trees are not the purview of the Committee; clarification that there are no plans to change parking on Farragut; ensuring that red curbs are added at intersection corners; the feasibility of installing permanent signs in the center of the street to indicate slow street; visibility of speed bumps; crosswalks; left turns onto Farragut in and out of the side streets; the combination of traffic calming measures that are likely to



affect driver behaviors over time; challenges with signs in the street on Farragut getting hit; resident complaints; community's demand for public parking; the timeline and next steps; and appreciation for the willingness of staff to do research on property lines and for better accommodations of pedestrians including the provision of crosswalks.

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Item P-3

**Update on Draft FY22 Budget Items from Work Plan Previously Shared that Pertain to Active Transportation and BPAC Review**

Charles Herbertson, Public Works Director/City Engineer, provided an update on the draft Fiscal Year 2022 budget items that pertain to Active Transportation; discussed enhancements; staffing; grant support; supplies; Capital Improvement Projects (CPIs); different funding sources; carryover; shortfalls; cash flow issues; and the Mitigation Fund.

Heba El-Guindy, Mobility and Traffic Engineering Manager, discussed funding for the Fox Hills Area project and other local funding to be replaced with grants as they become available.

Discussion ensued between staff and Committee Members regarding the Rancho Higuera project; the time it takes to complete projects; carryover of CIP funding; funding and staffing for proper maintenance; sharrows; in-house vs. contract work; the importance of regular maintenance for street markings; and establishing a maintenance schedule.

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Item P-4

**Update on Concerns About Signage and Pavement Markings for Pedestrian/Bike Bridge Overcrossing Ballona Creek at the Northernly and Southernly Ends at the Bike Path and Westwood Boulevard, Respectively**

Heba El-Guindy, Mobility and Traffic Engineering Manager, discussed the School Safety Project; planned improvements at the intersection of Westwood Boulevard and Ocean Drive; replacement of vandalized signage; and adding supplemental

signs alerting users to the movements of bicycles and pedestrians.

Discussion ensued between staff and Committee Members regarding appreciation to staff for assessing the situation; improvements identified as part of the assessment; and safety concerns when students are present.

Chair Weiner invited public comment.

The following member of the public addressed the Committee:

Steve Herbert acknowledged potential bicycle and pedestrian conflict when students are present; reported that a security guard is often placed at the location to direct pedestrian traffic; and he proposed addition of signage for cyclists traveling on the Bike Path to alert them to slow down for pedestrians.

Additional discussion ensued between staff and Committee Members regarding bollards to slow down the movement of bicycles; alerting cyclists to the drop off/difference in elevations at Ocean Drive; replacement of caution paint that wore off; and a suggestion to add School Crossing signs on the Bike Path.

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

Chair Weiner received clarification that a report on Metro Bike Share would come forth at the next meeting.

Discussion ensued between staff and Committee Members regarding the date for the next meeting; consideration of the Local Road Safety Plan at the June meeting; consensus to agendaize review of potential changes to the post-pandemic design for the downtown area, staff involvement at the meeting; City Council consideration of the matter; the

upcoming Mobility, Traffic and Parking Subcommittee meeting; agreement to defer the Metro item if the agenda is too full for June; the number of BPAC Members who need to reapply; responsibility of the Superintendent for appointing the student and employee Members on the BPAC; communication with Jim Shanman; encouragement to anyone who knows of an appropriate applicant to share information with staff; age requirements; and potential flexibility with the May 17, 2021 application deadline for the School District appointees.

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

David Metzler expressed eagerness to hear an update on the Metro Bike Share Program, and he requested an update on the La Ballona Elementary Safe Routes to School construction project, the HAWK crossing at the mosque and other projects.

Heba El-Guindy, Mobility and Traffic Engineering Manager, indicated that signal equipment for the La Ballona Safe Routes to School project was expected in June with completion of the project construction in August.

Chair Weiner received clarification regarding the signal work at the Culver/Elenda intersection and she expressed appreciation for the work of staff.

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**Adjournment**

There being no further business, at 9:46 P.M., the Bicycle and Pedestrian Advisory Committee adjourned to a special meeting to be held on June 3, 2021.

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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