

OFFICIAL MINUTES OF THE CULVER CITY
BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

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

December 8, 2022
6:00 P.M.

Call To Order & Roll Call

Chair Montgomery called the special meeting of the Culver City Bicycle and Pedestrian Advisory Committee to order at 6:07 P.M. in the Patacchia Meeting Room at City Hall.

Members Present: George Montgomery, Chair
Travis Morgan, Vice Chair
Zirwat Chowdhury, Member
Greg Maron, Member
Art Nomura, Member
Dane Twichell, Member
Michelle Weiner, Member

Absent: Robyn Tenensap, Member

Staff Present: Yanni Demitri, Public Works Director
Andrew Maximous, Mobility and Traffic
Engineering Manager
Diana Chang, Transportation Planning Manager
Alicia Ide, Management Analyst

o0o

Pledge of Allegiance

Vice Chair Morgan led the Pledge of Allegiance.

o0o

Items from Members/Staff

Chair Montgomery reported that the West Los Angeles College (WLAC) portion of Item A-3 would be heard, but other subcommittee reports were to be tabled for a future meeting and he noted the need to correct the formation of a subcommittee that had been made at the previous meeting without notice.

Member Weiner reported attending CicLAvia; discussed the Los Angeles PlayLA Recreational Area; upcoming events at Los Angeles recreation centers in preparation for the 2028 Paralympics; and examining how Culver City can get adaptive cycling equipment for people to try out.

Member Maron discussed unsafe traffic behaviors he witnessed while visiting Culver City High School; understanding issues; infrastructure opportunities; and his service on the Culver City Unified School District (CCUSD) Sustainability Committee.

Member Nomura discussed bicycle parking at City Hall; lighting; providing covered parking; taking action to deter bicycle theft and damage; and setting an example for the rest of the community.

oOo

Public Comment for Items NOT On the Agenda

Chair Montgomery invited public comment.

The following members of the public addressed the Committee:

Bryan Sanders discussed the previous meeting; engagement in dialogue with members of the public during the public comment period; potential projects that were not included on the published agenda; moving to form a subcommittee on non-agendized potential projects; lack of vetting of the member of the public that was placed on a previously nonexistent subcommittee; conflicts of interest; comments on the width of Elenda Street; concern with being out of compliance with the law; the importance of keeping all people who use public streets safe; concern with pushing a particular political agenda; the importance of not looking at the street in just one way; opposition to a protected bike path on Elenda Street; the amount of traffic on Elenda Street two times per day for

20 minutes during the school year; the importance of involving CCUSD in the issue; and bringing CCUSD to task rather than making permanent infrastructure changes to the street.

Responding to inquiry, Lisa Vidra, Assistant City Attorney, discussed the ability of the Committee to engage with the public to ask clarifying questions to potentially place an item on a future agenda for a full discussion, but not to engage in a discussion.

Melissa Sanders provided background on herself; discussed the subcommittee in violation of rules and regulations about a project in an area that a majority of the City with students travels through; lack of public notice; the need to include people who live in the area in the conversation; the importance of public input before making a major change to the City; including residents and the schools in the process; the community issue; pushing a political agenda that does not make sense 95% of the time on that street; and she wanted to see the entire community included.

David Bergman reported living on Elenda Street; expressed concern with the way the Committee conducts business; echoed previous comment made; discussed the public body; transparency; engaging in discussion on Elenda Street based on a trip made to Europe by an engaged community member; lack of public notification; damage done to trust; public records requests; falsification of data by staff; staff and cycling advocates keeping information from the neighbors; the track record of problems with community involvement; the Bicycle and Pedestrian Master Plan; identification of Elenda Street as a Class 3 cycle way; the need for community involvement in the extensive process; implementation rather than circumvention of the Plan; and he expressed hope that the Committee would take community engagement seriously.

Karim Sahli discussed racist comments noting that the country was founded by people who came from Europe; looking for ideas from infrastructure all over the world; saving people from dying of traffic violence; the Downtown Neighborhood Association meeting; dangers related to Lafayette and Braddock; promises of a stop sign installation; and the importance of keeping children safe.

Mary Daval discussed the seemingly random opening and closing of Jackson Gate and Main Street; county policy; the

disappearance and reappearance of the K-rails; City policy; and staff enforcement of policy.

Yanni Demitri, Public Works Director, discussed scheduled work on the stop sign at Lafayette and Braddock; the need to justify any new traffic control device; staffing workload; priorities; the Jackson Gate; communication with the county; protocol; miscommunication; lack of staffing to implement the closure of Main Street over the holiday weekend; the one-time issue; and annual repaving projects.

Andrew Maximous, Mobility and Traffic Engineering Manager, discussed delays to the installation of the stop sign at Lafayette and Braddock.

Marci Baun discussed proposals to remove parking on the eastside of Elenda and install a bike lane; school events; the importance of working with the community impacted by proposed changes; concerns with traffic on Elenda; keeping people safe; dangers to cyclists; ensuring the community is aware; and the need to build trust and bring people together to work for the benefit of the City.

Lois Whitman discussed the confluence of traffic in the morning on Elenda; suggested that the Committee examine issues; discussed the loss of the policeman directing traffic; parking; and ensuring proper representation of all parties involved.

David Coles proposed that the City invite Metro Bikeshare to provide a presentation and he noted the success of the program in Los Angeles.

Discussion ensued between staff and Committee Members regarding Committee consensus to invite Metro to present at the next meeting; scheduling; and staff updates.

Ryan Hund, Transportation Planner, provided an update on Metro's redesign of the Bikeshare program; discussed the relaunch of the program by Metro in the second half of 2023; and the commitment to work with the Committee and the City Council to bring Metro Bikeshare to the City.

oOo

Receipt of Correspondence

Chair Montgomery read an email received from Bjorn Johnson expressing concern with safety issues related to the closure of the Jackson Gate and requesting that it be kept open as much as possible.

o0o

Order of the Agenda

No changes were made.

o0o

Consent Calendar

Item C-1

Approval of Minutes of the Bicycle and Pedestrian Advisory Committee Special Meeting on October 20, 2022

Chair Montgomery invited public comment.

The following member of the public addressed the Committee:

Bryan Sanders discussed previous comments he made regarding the October meeting; amending the minutes to acknowledge issues; finding ways not to have issues; troublesome items to have in the public record; and he felt it was dangerous to accept minutes when the legality of items in the meeting has been questioned.

Lisa Vidra, Assistant City Attorney, noted that the minutes reflected what happened, but she recommended that the Committee table the minutes to the next meeting pending additional staff review, and she noted that the Elenda Street Subcommittee had been agendaized for consideration at the next Committee meeting.

Discussion ensued between staff and Committee Members regarding the minutes as a reflection of what happened at the meeting; the need for staff to review the video; the right of members of the public to make comment on items on and off the agenda; openness to public participation; clarifications on what actions can be taken within an action item; and Committee agreement to table the item to the next meeting.

o0o

Action Items

Item A-1

Receive a Presentation on the MOVE Culver City - Downtown Tactical Mobility Lane Project Mid-Pilot Evaluation Report

Diana Chang, Transportation Planning Manager, provided a presentation on the MOVE Culver City Downtown Tactical Mobility Lane Project Mid-Pilot Project Evaluation Report; discussed the purpose of the project; evaluation of project impacts; project performance; Downtown corridor activity; evaluation methods; industry standards; and verification of data.

Joe Iacobucci, Sam Schwartz Consultants, discussed measuring project performance; monthly reports on the website; performance over time; identification of impacts to transit and to travel time along the corridor; dynamic travel patterns; increases in bus ridership, cycling, pedestrian activity, and micro-mobility trips; travel times; baseline data; performance; the Culver and Main intersection; vehicular travel times; benefits of the quick-build approach; mitigations completed as a result of performance monitoring and stakeholder feedback; bus lane violations; emergency response time; the Community Response Portal (CRP); Intercept Survey Response; people's behavior; increased level of comfort taking transit; time spent on the corridor; corridor utilization; user experience; demographics; information available on the MOVE Culver City website; and next steps.

Discussion ensued between staff and Committee Members regarding Fire Department data; quantifying how much of the day there are no problems; comparable traffic impacts and patterns; parallel corridor travel times and volumes; cut-through traffic; identification of trends; the SCAG (Southern California Association of Governments) analysis; available data; integrating data into the analysis; safety related information; general traffic information in the City; and overall trends in the region related to travel speed vs. what is happening in the project.

Chair Montgomery invited public comment.

The following members of the public addressed the Committee:

Bryan Sanders expressed appreciation for the presentation; discussed lack of public awareness of the amount of money spent on Sam Schwartz Consulting; ensuring the City gets what they pay for; making raw data from the actual counts available to the public; the Intercept Survey; who and how many people were included in the survey; anecdotal evidence; blending quantitative and qualitative research; and methodology.

Melissa Sanders echoed comments made by the previous speaker; questioned how the project came to be; discussed implementation of the idea without doing a traffic study; the need for a traffic study to put in one stop sign; money wasted on the one and a half mile installation; inefficiency and ineffectiveness; the confusing and illegal installations; she wanted to see raw data, not percentages; she felt that the presentation was not accurate; and she asserted that proper research had not been done prior to installation.

Carolyn Libuser was called to speak but was not present online.

David Coles discussed differing opinions; positive effects of the project for he and his family; data; measuring illegal driving in the bus lane; use of the bus lane by police officers; and he wanted to see buses outfitted with cameras.

Karim Sahli discussed reasons for the project including traffic violence, pollution, and noise; dangers related to climate change; shifting the relationship between people and public streets; the goal of reducing traffic; and the importance of responding to climate change.

Mary Daval discussed data available in monthly KPI (Key Performance Indicator) reports; appreciation for the work done to address issues; pre-project data from SCAG as part of the TOD (Transit Oriented Development) Visioning process; and the amount of pre-project data available.

Eric Shabsis was called to speak but did not respond.

Marci Baun was not sure that things had gotten any safer with the project; discussed her experience riding her bike around the City with her child; anger taken out on cyclists by people who get angry when lanes are taken away from cars; and she questioned where people were supposed to lock up their bikes.

Eric Shabsis discussed condition of the platforms; concern with using data presented about Culver and Main as a baseline due to construction being done at the time; the importance of feedback from the business community; diversion of cut-through traffic onto Venice; and whether traffic has been diverted into residential neighborhoods.

Discussion ensued between Joe Iacobucci, staff, and Committee Members regarding having to wait a couple of extra minutes; making public streets more equitable; comparisons with the Venice project; methodologies; cars vs. pedestrians; racially segregated modes of movement through space and time; supporting other modes of transit and movement that are the only means available to people who are not White; U.S. Census data; reduced travel time despite the loss of a travel lane; macro factors; hybrid work schedules; changing trends; interpretation of data; increased vehicle volume collected pre-implementation; more efficient ways to move people; enhancing frequency of transit service along the corridor; the potential to move more people with the new configuration; rebounding Metro ridership; the snapshot in time; continued monitoring; issues to be resolved; transparency with results; aggression experienced when cycling in a non-protected bike lane; public comment that does not reflect on anything other than the peak rush hour period; similar actions being taken in other cities; controversial changes made in Mar Vista; the feeling that the Venice and Culver bike lanes do not need to compete with each other; advocacy for multi-modal mobility out of climate and equity concerns; taking community impact into consideration; case studies conducted nationwide; and successful implementation in other cities resulting in permanent installations.

Additional discussion ensued between Joe Iacobucci, staff, and Committee Members regarding the Venice bike lane; new connections; coordination; communication with Expo; projects in the Bicycle Pedestrian Action Plan to add connections; and the difficulty of balancing individual rights with social responsibility and evolving with the changing world.

o0o

Item A-2

Receive a Presentation from Police Department Regarding Bike Lane Violations, Jackson Gate, and Bike and Pedestrian Safety

Captain Troy Dunlap, Traffic Enforcement Bureau, discussed citations in the bike lane of the MOVE Culver City Project; coordination with the Transportation Department; officer discretion to educate the public; the Bike and Pedestrian Safety Grant from the Office of Traffic Safety (OTS); deployment periods; addressing vehicle violations that affect the safety of pedestrians and cyclists; quarterly reports; the Jackson Gate; reduced incidents from Le Bourget to Madison south of Braddock Boulevard; and the inability to correlate data with the opening of the gate.

Discussion ensued between staff and Committee Members regarding fluctuations in crime throughout the City; actions the Culver City Police Department (CCPD) focuses on when protecting cyclists and pedestrians; specific actions that the grant focuses on; the feeling that dedicated bike lanes make violations easier to detect; specific data from November 2021 to November 2022; non-enforcement when people were stopping or parking in bike lanes during the Farmers Market or during special events; state jurisdiction; clarification that enforcement should be done; the previous Bike Patrols on the Creek; deployment in the bike lane; staffing shortages; the effectiveness of Bike Patrols; and response time.

Chair Montgomery invited public comment.

The following members of the public addressed the Committee:

Herbie Gelman reported living directly across from the Jackson Gate; discussed lack of outreach; his experience since the gate has been opened; efforts to work with the City to create a design to open the gate safely; forcing the opening before the design was complete and the proper equipment was put in place; incidents as soon as the gate was open; the mirror installed; concern with people screaming obscenities at their car due to near accidents while trying to back out of the driveway; the security camera he installed; increased theft; drug use; he indicated that they had asked for the gate to be closed at night; and he expressed frustration that there was no compromise and residents were not listened to.

Bryan Sanders ceded his time to allow Herbie Gelman to continue his comments.

Herbie Gelman indicated trying to work with the City to provide a safe solution; discussed the haphazard way of opening the gate; ignoring the design plans done with former staff members; wanting to feel safe on the street; allowing children to go to school safely; concern that there has been no compromise for the residents; usage of the gate during nighttime hours; the ability of City staff to open and close the gate as they do for park restrooms; and he indicated that residents did not feel safe in their homes due to the increase in crime.

Carolyn Libuser was called to speak and ceded her time to Bryan Sanders.

Bryan Sanders felt that working with people who live adjacent to the infrastructure points should be a priority; noted previous requests for studies that have not been received; he referenced comments regarding traffic studies required to install a stop sign; and he asked for additional transparency.

Discussion ensued between staff and Committee Members regarding the purpose of the gate to grant access to an existing facility and the fact that a study is not required.

David Coles discussed his use of the area since the opening of the gate; increased foot traffic as an effective crime deterrent; solutions to incidents for the neighbors; vilifying the gate; number of violations in the bus/bike lane; and he encouraged broader direction to police officers to issue small citations rather than warnings as a deterrent to gain compliance.

Karim Sahli compared backing out of a driveway on Jackson Avenue to doing so on other residential streets; he opposed closing the gate at night out of concern that would create a precedent which would be extended everywhere; questioned whether a program could be developed similar to what is done in New York whereby citizens film infractions and provide them to the police department for citations; and he felt that trucks regularly parking in the bike lane should be cited.

Mary Daval thanked Captain Dunlop for his presentation; noted that as a woman and a senior citizen, she wished that motorists knew to follow the law and allow her full use of

the lane when no bike lane exists and to follow the three-foot rule; and she encouraged people to slow down and treat cyclists respectfully.

Melissa Sanders expressed support for comments made by Herbie Gelman and felt that Karim Sahli should apologize for his uninformed and disrespectful comments about people backing out of driveways; she expressed appreciation for CCPD; discussed staffing issues; cars using the bus/bike lane; the need for enforcement; and cyclists who do not follow the law.

David Metzler discussed empathy; education; dangers associated with cars driving in the bus/bike lane; lack of adequate CCPD response; and he suggested rotating people through the Bike Patrol program to help create understanding of what it is like to be a vulnerable road user.

Jim Shanman expressed appreciation to everyone for their participation; asked about the OTS grant; discussed safety; outreach; education; partnerships; and he suggested group and/or individual rides to help people experience things from a rider's point of view.

Discussion ensued between staff and Committee Members regarding appreciation for the data; priorities; enforcement windows; taking the opportunity to educate people; increased feelings of safety; information available to the public; the importance of empathy and experience; length and depth of the process to get the Jackson Gate opened; community outreach and input; a reminder that the item under consideration is the police report; hearing concerns from the Committee; becoming accustomed to increased cycling traffic; advice for homeowners to help them adjust to increased ridership; response to homeowner concerns; the California Vehicle Code that states that everyone in the public right of way has a shared responsibility; delays to the opening to allow for a design that required cyclists to slow down to maneuver through the gate; and video evidence of crimes.

• o0o

**Receive and Discuss Updates from Bicycle and Pedestrian
Advisory Subcommittee Reports: West LA College, Safety on
Elenda, Bylaws**

Yanni Demitri, Public Works Director, discussed meeting with the Vice President of Student Services at West Los Angeles College (WLAC); the City presentation of projects that enhance pedestrian and bike lane safety; lack of information provided by WLAC; shifting travel and mobility patterns; online classes; decreased numbers of students on campus; pedestrian and bike lane projects put on hold pending evaluation of new norms since the pandemic; agreement to meet once or twice per year to continue the dialogue between the City and WLAC.

Discussion ensued between staff and Committee Members regarding projects previously discussed with WLAC; establishment of a perimeter bike path around WLAC; concern with the pace of work done by WLAC; the need to push projects forward; previous opposition to the bike path and bike parking; impacts of WLAC on Culver City; money spent on new campus buildings; increased numbers of students in the future; dealing with infrastructure; the need to be proactive; state grants; opportunities to benefit WLAC; the difficulty of receiving certain grants since Culver City is not disadvantaged; staff agreement to invite Member Nomura to the next meeting with WLAC; and benefits to WLAC as benefits to Culver City.

Chair Montgomery invited public comment.

The following members of the public addressed the Committee:

Bryan Sanders received clarification that an Elenda Subcommittee had not been created and was not agendaized for discussion.

Melissa Sanders indicated that she had signed up to speak on the Elenda Subcommittee before it had been cut from the agenda; she felt that WLAC was a great partner in many ways; she proposed that a circulator could be a good idea for WLAC; and she indicated that she would be present at the next meeting and hoped for a clear and transparent agenda.

Carolyn Libuser was called to speak but was no longer online.

Marci Baun reported speaking to the Director of Public Works at Fiesta La Ballona; wanted to see additional bus availability to accommodate students in classes held until 10:00 p.m.; and she discussed homeless students.

Yanni Demitri, Public Works Director, indicated that he would convey the message about bus schedules.

Discussion ensued between staff and Committee Members regarding access points; bike lanes; the Overland project; providing buses for those who cannot ride bikes; active pursuit of grants; lack of bike infrastructure on campus; the WLAC/City Council Liaison Committee; the importance of regular meetings with the very important neighbor; subcommittee meetings; agreement to agendaize revisiting the WLAC Subcommittee; establishment of subcommittees for a specific purpose; the importance of providing safe parking for bicycles; standing vs. ad hoc subcommittees; a recommendation to gain consensus during Items from Members to discuss the formation of an Elenda Street Bicycle Safety Ad Hoc Subcommittee and a WLAC Subcommittee; ensuring there is a defined scope and duration; clarification on the specific task; issues with standing subcommittees for Commissions, Committees and Boards (CBCs); and Brown Act meetings.

o0o

Public Comment for Items NOT On the Agenda (Continued)

Chair Montgomery invited public comment.

The following member of the public addressed the Committee.

Herbie Gelman acknowledged shared responsibility on public right of way; discussed the inability to see people exiting the bike path when backing out of their driveways; the design discussed with staff members that was discarded in order to move forward more quickly with the opening of the gate; and he asked people to visit the location to see for themselves.

o0o

Items from Bicycle and Pedestrian Advisory Committee Members/Staff (Continued)

Discussion ensued between staff and Committee Members regarding concern with delays to the process; a suggestion to agendize a conversation about improved bicycle and pedestrian safety on Elenda; staff time to prepare an item and clarification that no staff presentation was necessary; unanimous Committee consensus of those present to agendize creation of a West LA College Ad Hoc Subcommittee with Members Nomura and Weiner to provide information on the intended scope of the proposed subcommittee; unanimous Committee consensus of those present to agendize a discussion of creating an Elenda Street Bike and Pedestrian Safety Ad Hoc Subcommittee and agreement from Members Maron and Weiner to provide information on the intended scope of the proposed subcommittees; guidance on how to proceed; public participation; outreach and conversation to allow for a more focused agendized discussion; understanding issues; gathering community input; identification of potential solutions; full Committee consideration vs. subcommittee consideration; the actual process; lack of consensus to have full Committee consideration of Elenda Street; the lengthy process for changes at La Ballona Elementary School; lack of a specific project for Elenda; people involved in the discussion; establishing a subcommittee to start the discussion; providing stakeholders with an opportunity to talk about issues; and full Committee consensus of all Members present to agendize discussion of Metro Bikeshare.

Andrew Maximous, Mobility and Traffic Engineering Manager, discussed changes made at Washington and Girard; the request for removal of a parking space on Duquesne near the bike path to improve visibility and safety; status of the bollards for the Jackson Gate; and design for the automatic bollards for Main Street.

Additional discussion ensued between staff and Committee Members regarding availability of the designs for the Jackson Gate; date of the next meeting; and the City Council commendation presented to Member Nomura on November 14, 2022 for his work on Project Visibility.

o0o

Bicycle and Pedestrian Advisory Committee
December 8, 2022

Adjournment

There being no further business, at 9:40 P.M., the Bicycle and Pedestrian Advisory Committee adjourned to a meeting to be held on February 16, 2023.

o0o



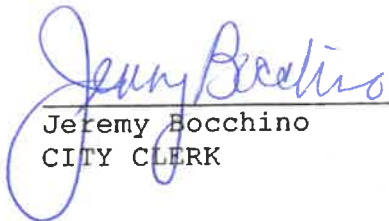
Alicia Ide
SECRETARY of the Culver City Bicycle and Pedestrian
Advisory Committee
Culver City, California

APPROVED



George Montgomery
CHAIR of the Culver City Bicycle and Pedestrian Advisory
Committee
Culver City, California

I declare under penalty of perjury under the laws of the State of California that, on the date below written, these minutes were filed in the Office of the City Clerk, Culver City, California and constitute the Official Minutes of said meeting.



Jeremy Bocchino
CITY CLERK

3 March 2023

Date