

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

October 1, 2020
6:00 P.M.

Call To Order & Roll Call

Vice 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, Vice Chair
Phillip Hernandez, Member
George Montgomery, Member
Travis Morgan, Member
Art Nomura, Member
Robyn Tenensap, Member

Absent: Ann Diga Jacobsen, Member
Samantha Shanman, Member
Dane Twichell, Member

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

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Vice Chair Weiner explained procedures for making public comment.

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Pledge of Allegiance

The Bicycle and Pedestrian Advisory Committee recited the Pledge of Allegiance.

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Order of the Agenda

Item P-3 was heard after Item P-1.

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Public Comment for Items NOT On the Agenda

Vice Chair Weiner invited public comment.

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

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Procedural Action Items

Item PA-1

Selection of the Bicycle and Pedestrian Advisory Committee Chair and Vice Chair for 2021

MOVED BY MEMBER MORGAN AND SECONDED BY MEMBER TENENSAP THAT THE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE APPOINT MICHELLE WEINER TO SERVE AS CHAIR, AND ART NOMURA TO SERVE AS VICE CHAIR OF THE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE FOR 2021.

THE MOTION CARRIED BY THE FOLLOWING VOTE:

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

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Consent Calendar Items

Item C-1

Approval of Minutes for the July 10, 2020 Bicycle and Pedestrian Advisory Committee Meeting

MOVED BY MEMBER MORGAN AND SECONDED BY MEMBER TENENSAP THAT THE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE APPROVE THE BPAC MEETING MINUTES FOR JULY 10, 2020.

THE MOTION CARRIED BY THE FOLLOWING VOTE:

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

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Item C-2

Approval of Minutes for the June 18, 2020 Bicycle and Pedestrian Advisory Committee Meeting

MOVED BY MEMBER MONTGOMERY AND SECONDED BY MEMBER TENENSAP THAT THE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE APPROVE THE BPAC MEETING MINUTES FOR JUNE 18, 2020.

THE MOTION CARRIED BY THE FOLLOWING VOTE:

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

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Presentations

Item P-1

Presentation of Edge Lane Road Design

Charles Herbertson, Public Works Director/City Engineer, introduced the item and the consultant.

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Michael Williams, Advisory Bike Lanes, discussed the road system in the United States; Edge Lane Roads (ELRs); safety; benefits over bike lanes; creation of a layout to provide additional horizontal clearance for cyclists and pedestrians; pedestrian access; examples and experiences of other cities; application in rural areas, high speed roads; crash data; pilot criteria; unexpected statistics of head-on collisions; roadway departures; centerline effectiveness; and he indicated that additional information was available at advisorybikelanes.com.

Discussion ensued between Mr. Williams, staff and Committee Members regarding established maximums for volumes on local and collector streets; Bike Boulevards; Committee input; traffic speed; enforcement; cut-through traffic; prioritizing bicycle traffic over cars; reducing traffic volume; counter measures to create a street that people feel safe cycling on; reducing backlash; educating road users; potential use on low-volume residential streets; intent of a Bike Boulevard; the effect of traffic calming including speed reduction and safety enhancements; high traffic volume application; shared street paradigm; sight distance, situations where the road is not flat or straight; data regarding bicycles pushed against cars; state law and provisions in the Vehicle Code; different interpretations of the law; liability; federal and state versions of the Manual on Uniform Traffic Control Devices (MUTCD); the Federal Highway Administration (FHWA); the need for more data; liability protection that accompanies approvals; traffic studies; and determining eligibility.

Chair Weiner invited public comment.

The following member of the public addressed the Committee:

Jim Shanman asked about data regarding increased usage from previous installations; demographics; potential locations; trying an ELR treatment on roads with sharrows or places where work is scheduled to be done; and required road width.

Additional discussion ensued between Mr. Williams, staff and Committee Members regarding engaging in the experimental process; time frame; data gathering; liability protection; use by all ages and abilities; role of the National and California Committees on Traffic Control Devices; likelihood of approval; and the importance of clarifying that it is a pilot project application.

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Item P-3
(Out of Sequence)

Presentation by Staff on Progress of the Slow Streets Project

Heba El-Guindy, Mobility and Traffic Engineering Manager, discussed community effort put into street recommendations; volunteers; signage; barricades; limiting access to local traffic; the goals to enhance safety conditions and encourage social distancing; community requests; proposed locations; and ensuring access to parking and businesses.

Discussion ensued between staff and Committee Members regarding appreciation to staff for their efforts; the request from the Fox Hills Neighborhood Association to include Canterbury Drive in the pilot project; speed complaints; pilot implementation; volunteers; notification; outreach; and including Canterbury Drive in a second phase; review of requirements by the City Attorney's Office; the agreement and obligations on both sides; the process moving forward; community responsibility for monitoring, City responsibility for maintenance; consideration of additional streets; coordination with neighborhood associations; distribution of information to Committee Members; establishing criteria and guidelines; community representatives; selection of local streets based on experience and knowledge rather than traffic data collection; the importance of community feedback following implementation; communicating community interests to staff; weekly feedback by volunteers; and minimum number of volunteers.

Chair Weiner invited public comment.

Alicia Ide, Management Analyst, read public comment submitted by:

Ippolytos Kalafonos expressed support for the Slow Streets Initiative; requested installation of Slow Streets on East Boulevard between Washington Boulevard and Washington Place; discussed traffic in the area; safety; and expressed willingness to volunteer.

Heba El-Guindy, Mobility and Traffic Engineering Manager, clarified that the Slow Streets Initiative is a temporary program during the pandemic to allow community members to be

socially distant on the streets, and the program is considered for those areas with community associations or volunteers; she discussed liability; Community Councils in Los Angeles; and coordination with established groups to represent the community for potential future applications.

George Hewitt expressed support for the Slow Streets project; provided background on himself; proposed implementation on Windsor, Sumner, Kensington and Cambridge; discussed traffic patterns in the area; Fox Hills Park; promoting a healthier culture of mobility; and he indicated willingness to volunteer.

Kyle Allen Nelson expressed support for the program as a great, low cost way to make changes to the road environment.

Megan Luke proposed Higuera Street between Obama Boulevard and Washington Boulevard as a potential location for Slow Streets.

Evan Smith expressed support for expansion of the program.

The following members of the public addressed the Committee:

Bubba Fish thanked Bike Culver City and staff for their efforts; expressed support for expanding the pilot program; discussed four locations considered with staff; the suggestion of implementing the program on Rhoda from Dobson to Ocean; the vote in Los Angeles to make Slow Streets permanent; outreach; volunteers; resident support for Slow Streets; and continued work to obtain community input on preferred streets.

Discussion ensued between staff and Committee Members regarding incorporating additional neighborhoods in the second phase; acknowledgement of community interest in Slow Streets; the ability to proceed in a temporary fashion; approved devices and measures; requirements to implement permanent changes; City Council purview; ascertaining reactions during the pilot program; the need to follow established standards and guidelines; protection of the City from liability; future discussion by the BPAC; and the desire of the community for more active transportation.

David Metzler acknowledged staff workload; asked about the number of segments considered for a second phase; discussed

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areas with the highest community support; and issues with Slow Streets next to schools.

Heba El-Guindy, Mobility and Traffic Engineering Manager, discussed staffing; development of temporary signage; application on Farragut Drive; concern with inconveniencing access to schools; non-local traffic; and volunteers.

David Metzler asked about incorporating the portion of Farragut that is not near the schools in the second phase.

Additional discussion ensued between staff and Committee Members regarding funding for barricades; used surplus funds from the Outdoor Dining program; Slow Streets as relevant for the pandemic; and the need for additional funding to expand the program.

Sophie Nenner expressed support for the Slow Streets program; discussed use of the program for transportation; and resident financing of barricades.

Further discussion ensued between staff and Committee Members regarding clarification that the focus of the program is to create a recreational area rather than creating a travel network; City funded barricades; fairness in applications; the Neighborhood Traffic Calming Program; and work on other means of neighborhood traffic calming.

Alicia Ide, Management Analyst, reported that Bubba Fish had sent a copy of the form being circulated to collect volunteers and Slow Streets endorsements, noting that it would be distributed to Committee Members and meeting participants.

Chair Weiner thanked staff for their efforts and congratulated Bike Culver City for their efforts to make Slow Streets Happen.

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Item P-2

Presentation on Outdoor Dining and on Council Direction Regarding Lane and Street Closures versus Parklets in Curb-Side Parking Areas

Heba El-Guindy, Mobility and Traffic Engineering Manager, discussed the difference between a curbside parklet and a

lane closure; the guidelines and permitting process for requesting parklets; additional need; updating of the guidelines; information available on the website; types of devices that can be used; different types of fees; responsibility of the businesses for obtaining the permits and funding the design and construction of parklets; City Council approval of lane closures; the closures approved to accommodate outdoor dining areas in the Arts District; access; parking needs; establishing of buffered bike lane; buffer size; auto travel lane width; average outdoor dining area width; and ensuring that access is not impacted.

Joe Susca, Senior Management Analyst, discussed the number of implemented and pending parklets; average parklet size; ensuring adherence to safety requirements and county physical distancing requirements; distribution throughout the City; the online permitting process; and he indicated that fees are placed on hold during the pandemic for issuance of permit, or for the replacement of lost revenue of metered parking spaces.

Chair Weiner invited public input.

Alicia Ide, Management Analyst, read a written comment submitted by:

Kyle Allen Nelson expressed support for the lane closures in the downtown area; proposed that the program be continued after indoor dining is allowed again; and he suggested including westbound Washington through the downtown area on a consistent basis on weekends.

The following member of the public addressed the Committee:

Andrew Leist expressed support for the Outdoor Dining program and appreciation for the efforts of staff to implement it to help out local businesses.

Discussion ensued between staff and Committee Members with regards to providing a safe facility for cyclists on Culver Boulevard; businesses concern with narrowing of the outdoor dining area; implementation of the pilot bus/bike lane; project design; public outreach; the timeline for completion; length of the pilot program; appreciation for the work of staff on the bike lane in the Arts District; Do Not Enter signage; the gate planned in the downtown area; replacement of temporary signs initially installed on barricades; visibility; providing sufficient opening at the gate for

cyclists to get through; support for exploring the possibility of closures on the weekends; appreciation for the quick action on the bus/bike pilot program; and appreciation for management of the project by the Transportation Department and for the involvement of the Community Development Department.

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Item P-4

Presentation on the Overload-to-Transit Center Bicycle and Pedestrian Connector Project

Heba El-Guindy, Mobility and Traffic Engineering Manager, provided a presentation on the Overland to Transit Center Bicycle and Pedestrian Connector Project; discussed grant applications for the Active Transportation Program; the pilot project; redesign of the Kelmore/Overland intersection; lack of support for a signal by the community; the intent to keep the project under \$7 million for a mid-size; the Westfield Mall Transit Center; connection to land uses in the Fox Hills neighborhood; connection to schools and West LA College. The Overland project grant ask is to cover design and construction of the capital improvements, community outreach, as well as non-infrastructure components including education and training of users on Class II and IV bikeways. She also provided brief information on the OTS grant for expanding the school safety program to include senior citizens and working adults, in addition to summary information on the Baldwin Hills Conservancy Prop 1 grant award for improvement of the Ballona Creek Path including tree planting; lighting; path furnishings; accessibility improvements. She also expressed appreciation for the responsiveness of the county with implementation of buffered bike lanes on the boundary streets within the West Los Angeles College.

Discussion ensued between staff and Committee Members regarding appreciation to staff for their efforts; appreciation to Member Nomura for highlighting the West LA College situation; investigation of reducing Overland to one lane each way in the Culver Crest/Blanco Park area between Hannum and Jefferson to reduce cut-through traffic; ways to finance the much needed Overland extension to the Transit Center; the Downtown Connector project; alternate financing; the competitive grant program; and connectivity to disadvantaged communities.

Chair Weiner invited public comment.

The following members of the public addressed the Committee:

Jim Shanman congratulated staff on their successful grant applications; discussed the timeline for completion of the Ballona Creek project; the Kelmores demo project; school-based projects; and he indicated willingness to help with outreach and education.

Discussion ensued between staff and Committee Members regarding the timeline for the Ballona Creek project; the Kelmores/Overland intersection redesign including pilot implementation; use of temporary devices, irrigation of planters; local match for the project; the design concepts; coordination with the community; and the potential need to adjust the schedule.

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Informational Items

Item I-1

Updates by Staff on Ongoing Projects Including the Culver Boulevard Realignment Project, the Metro Bikeshare Program, and the La Ballona Safe Routes to School Project

Charles Herbertson, Public Works Director/City Engineer, provided an update on the Culver Boulevard Realignment Project; discussed improvements; safety; creation of a buffered area; the detour for northeast bound bike traffic; and reestablishment of the Bike Path.

Discussion ensued between staff and Committee Members regarding feedback received on the one-way segment of north/little Culver; two-way traffic on north Culver from Elenda to Sepulveda beginning in May 2021; the need for improved signage; sharrows on Sepulveda; cycling on the sidewalk for a short segment; the parallel alley east of Sepulveda; new landscaping; interactive educational components; the safety education component for schools; and encouraging use of the path by pedestrians and cyclists.

Heba El-Guindy, Mobility and Traffic Engineering Manager, indicated that information and photos would be posted on the City's web site illustrating the work of Public Works

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Department on the Outdoor Dining Program. She also discussed the Metro Bikeshare Program and continued communications with Metro on pricing; the timeline for implementation; and the desire for a mix of Electric and Classic bicycles to accommodate all users of all ages and abilities. She also provided brief information on the La Ballona Safe Routes to School Project; construction of bulbouts at identified locations; the timeline for project completion including the cycle track; signage and markings; and grant funded signal work at Culver and Elenda.

Discussion ensued between staff and Committee Members regarding estimates from Metro; removal and replacement of stations; and the expected schedule of the Metro team to have the system be in operation at the beginning of January 2021.

Chair Weiner invited public comment.

The following member of the public addressed the Committee:

Sophie Nenner reported that partial reopening could take place as soon as October but with less stations to start and more coming online as time goes on.

Additional discussion ensued between staff and Committee Members regarding the way Metro Bike Share is being rolled out; changes to the westside system; rethinking station locations; Classic bikes vs. Smart bikes; project implications; price changes; and AB 2323.

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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 that had not already been read into the record.

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

Responding to inquiry, Heba El-Guindy, Mobility and Traffic Engineering Manager, provided an update regarding the Rancho Higuera Neighborhood Traffic Management Program.

Discussion ensued between staff and Committee Members regarding the schedule for upcoming meetings; items to be considered; frequency of meetings; and distribution of resources provided by Andrew Leist.

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Adjournment

There being no further business, at 9:43 P.M., the Bicycle and Pedestrian Advisory Committee adjourned.

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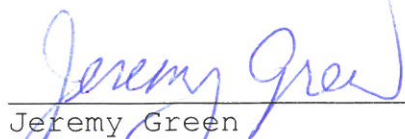
Alicia Ide
SECRETARY of the Culver City Bicycle and Pedestrian
Advisory Committee
Culver City, California

APPROVED

Michelle Weiner

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.



Jeremy Green
CITY CLERK

01/11/2021

Date