Agenda

• Project Background
• Post-Pilot Report Analyses & Results
• Public Feedback
• Moving Forward
• Design Guidelines
Project Background
Project Goals

**MOVE Culver City** promotes and encourages individuals to use buses, bikes, and trains to move around Culver City.

- Prioritize efficient, safe, sustainable modes of travel while minimizing the impact to vehicular traffic.
- Provide mobility options - freedom of choice.
- Accommodate growth identified in the General Plan 2045 update.
- Increase mobility options per SCAG’s regional transportation plan, Connect SoCal.
- Support the goals of SB375 to lower greenhouse gas emissions (GHG).
Project Guidance

Mobility, Traffic and Parking Subcommittee

• The City’s TOD Visioning Plan (adopted in 2017) & the collective desire to implement holistic transportation options for pedestrians, bicyclists, and transit riders provide the guiding principles to the MOVE Culver City Project.

• The city’s Bike & Pedestrian Action Plan (adopted in 2020)
Previous Efforts

- **2010**: Strategic Plan and Bicycle and Pedestrian Master Plan Adopted
- **2012**: Culver City Safe Routes to School Program
- **2015**: CicLAvia hosted on Washington Boulevard
- **2017**: TOD Visioning Plan and Expo-Downtown Bicycle Connector Feasibility Study
- **2020**: Culver City’s Bicycle and Pedestrian Action Plan Adopted
## Project Timeline

**MOBILITY LANE DESIGN & INSTALL**
- Community Design Process
- Circulator Planning
- Platform Design & Fabrication
- Material Procurement
- Construction Sequencing & Preparation

**MONITOR, EVALUATE, & RESPOND**
- Construction
- Community Art Install
- Circulator

**FUTURE STEPS**
- Mid-year Evaluation (November 2022)
- Year-end Evaluation & Recommendation (April 2023)
- Identifying Potential Future Solutions

**OTHER EFFORTS**
- Bus Stop Furniture Improvement
- Gateway Mobility Stops
- Film Policy
- Update Mobility Stop Guidelines

**City Council Approves Design Guidelines + Design Plans**

**12-month Data Collection Period (Monthly Reports)**

**GO LIVE NOV 2021**

**Post-Pilot Report**
Post-Pilot Report
Key Findings
Post-Pilot Report Analyses

Sustainable Mobility
• Transit: CityBus ridership, CityBus travel time, & Circulator boardings
• Pedestrian activity
• Bicycling & Micromobility activity
• Bicycle and Pedestrian Crashes

Vehicle Activity
• MOVE Culver City corridor vehicle travel time
• Extended corridor vehicle travel time & emergency response
• Pass-through vehicle trips
• PM peak hour travel time on adjacent streets
• Parking: On-street & off-street

Business Evaluation
Sustainable Mobility: CityBus Travel Time

- Bus travel times have decreased most significantly during heavier peak travel periods.
- Line 1 travel time is 9% faster in the AM peak (WB) and 28% faster in the PM peak (EB) compared to pre-pandemic travel times.
- Line 7 travel time is 12% faster in the AM peak (WB) and 23% faster in the PM peak (EB) compared to pre-pandemic travel times.

Source: Culver CityBus AVL

AM Peak is 6:00am to 9:00am; PM Peak is 3:00pm to 6:00pm
Sustainable Mobility: CityBus Ridership

- Bus ridership on MOVE Culver City corridor increased by 36% while CityBus systemwide ridership increased by only 21%.
- Recovery is much stronger on the mobility lane corridor; however, following nationwide trends, transit ridership is still below the pre-pandemic baseline due to the pandemic’s impacts on commute patterns and mode preferences.

Source: Culver CityBus APCs
Sustainable Mobility: Circulator Ridership

Ridership on the Circulator has seen a steady increase.

Monthly ridership has increased from 670 in March 2022 to 2,500 in March 2023.

Source: Culver CityBus APCs & Manual Counts
Pedestrian volumes in October 2022 increased 36% at Culver/Main and 19% at Washington/Wesley compared to October 2021 baseline.

Intersections experienced different changes due to land use, parking access, and corridor treatments.

**Average Weekday Pedestrian Volumes**

<table>
<thead>
<tr>
<th>Intersection</th>
<th>2021</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Culver Blvd &amp; Main St.</td>
<td>3,277</td>
<td>4,466</td>
</tr>
<tr>
<td>Washington Blvd &amp; Wesley St.</td>
<td>705</td>
<td>840</td>
</tr>
</tbody>
</table>

Source: GRIDSMART detection cameras
Sustainable Mobility: Cycling & Micromobility

Average Weekday Bicycle Volumes in 2022

- Bicycle volumes increased 57% on the corridor compared to November 2019 baseline.
- Bike activity increased the most in Downtown, where bike lanes were installed for the first time.
  - Daily bicycle volumes at Culver/Main increased from 165 to 385 in November 2022.
- Daily micromobility trips reached a peak of 151 in August with 55% of citywide trips occurring within the MOVE Culver City Study area.

Source: Manual Counts via GRIDSMART video recording & Populus
## Bicycle and Pedestrian Crash Data

### Reported Injury Crashes in Downtown Corridor

<table>
<thead>
<tr>
<th>Year</th>
<th>Vehicle/Bicycle</th>
<th>Vehicle/Pedestrian</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>3</td>
<td>0</td>
</tr>
<tr>
<td>2020</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>2021</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>2022</td>
<td>1</td>
<td>0</td>
</tr>
</tbody>
</table>

Source: City of Culver City Police Department
Vehicle Impacts Analyses

- Post-Pilot Report includes 9 different vehicle impact analyses:
  1. Vehicle travel time on MOVE Culver City Corridor
  2. Vehicle travel time on Extended Corridor
  3. Vehicle travel time on adjacent streets
  4. Emergency Response Times
  5. Pass-through trips
  6. On- and off-street parking
  7. Vehicle volumes*
  8. Vehicle speeds*
  9. Intersection Capacity and Operations*

*details in post-pilot report
Vehicle Impacts: MOVE Culver City Corridor

Travel Time

- In EB direction, travel times on project corridor during morning and evening peak hours remained similar to 2019.
- In WB direction, travel times on project corridor are 1 minute faster in the morning and 2 minutes slower in the evening, compared to 2019.

Source: INRIX & Waze
Vehicle Impacts: **Extended Corridor Vehicle Travel Time**

- Average travel times on Extended Corridor saw minimal changes from 2019
- EB conditions are consistent throughout the day
- In the WB direction, weekday travel times were 1 minute faster in AM peak hour and 1 minute slower in PM peak hour
- Fire Station 1 has reported little to no change in response times with the average response being 4 minutes

*Source: INRIX & Fire Station 1 Response Time*
Vehicle Impacts: PM Peak Travel Time on Adjacent Streets

- In the PM peak hour (4:30-5:30pm), three adjacent streets experienced faster travel times.
- Three adjacent streets experienced minor increases in travel times: 7-17% slower.
- Venice Blvd experienced the largest increase in travel time: up to 1.4 minutes longer.

**Average Vehicle Travel Time in PM Peak Hour (4:30-5:30pm) on Adjacent Streets with Percent Change (Sept 2019 to Jan-Dec 2022)**

<table>
<thead>
<tr>
<th>Roadway Segment</th>
<th>Average Vehicle Travel Time (min)</th>
<th>Percent Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>MCC Corridor</td>
<td></td>
<td></td>
</tr>
<tr>
<td>WB</td>
<td>8.0</td>
<td>+19%; 1.2 min</td>
</tr>
<tr>
<td>EB</td>
<td>10.0</td>
<td>-10%; -1.0 min</td>
</tr>
<tr>
<td>Venice Blvd</td>
<td></td>
<td></td>
</tr>
<tr>
<td>WB</td>
<td>7.5</td>
<td>+8%; 0.3 min</td>
</tr>
<tr>
<td>EB</td>
<td>9.0</td>
<td>+17%; 1.4 min</td>
</tr>
<tr>
<td>SB</td>
<td>12.0</td>
<td>-56%; -2.5 min</td>
</tr>
<tr>
<td>NB</td>
<td>11.0</td>
<td>-27%; -0.9 min</td>
</tr>
<tr>
<td>Higuera St</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SB</td>
<td>8.0</td>
<td>+7%; 0.4 min</td>
</tr>
<tr>
<td>NB</td>
<td>10.0</td>
<td></td>
</tr>
<tr>
<td>Duquesne Ave</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SB</td>
<td>8.0</td>
<td>+15%; 0.5 min</td>
</tr>
<tr>
<td>NB</td>
<td>9.0</td>
<td>-10%; -0.3 min</td>
</tr>
<tr>
<td>Venice Blvd</td>
<td></td>
<td></td>
</tr>
<tr>
<td>WB</td>
<td>9.5</td>
<td>+8%; 0.4 min</td>
</tr>
<tr>
<td>EB</td>
<td>10.0</td>
<td></td>
</tr>
</tbody>
</table>

**Source:** INRIX, Waze
Vehicle Impacts: Pass-Through Trips

- Pass-through includes vehicle trips that pass through the study area but did not start/end in the study area

Findings
- Pass-through trips in study area have decreased
- In 2019, 80% of weekday AM peak hour trips and 74% of weekday PM peak hour trips were passthrough trips compared to 73% and 65%, respectively, in 2022.

### Percentage of Pass-Through Trips

<table>
<thead>
<tr>
<th></th>
<th>AM Peak Hour Trips (8:00am – 9:00am)</th>
<th>PM Peak Hour Trips (4:30pm – 5:30pm)</th>
<th>All Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Weekday</td>
<td>Weekend</td>
<td>Weekday</td>
</tr>
<tr>
<td>October 2019</td>
<td>81%</td>
<td>83%</td>
<td>73%</td>
</tr>
<tr>
<td>October 2022</td>
<td>73%</td>
<td>76%</td>
<td>65%</td>
</tr>
</tbody>
</table>

Source: INRIX trip data
### Vehicle Impacts: On-Street Parking

#### Pre-Implementation

<table>
<thead>
<tr>
<th></th>
<th>On-Street Parking Utilization</th>
</tr>
</thead>
<tbody>
<tr>
<td>October 2020</td>
<td>Morning</td>
</tr>
<tr>
<td>Capacity</td>
<td>1,032</td>
</tr>
<tr>
<td>Demand</td>
<td>488</td>
</tr>
<tr>
<td>Total Utilization</td>
<td>47%</td>
</tr>
</tbody>
</table>

#### Post-Implementation

<table>
<thead>
<tr>
<th></th>
<th>On-Street Parking Utilization</th>
</tr>
</thead>
<tbody>
<tr>
<td>February 2023</td>
<td>Morning</td>
</tr>
<tr>
<td>Capacity</td>
<td>1,037</td>
</tr>
<tr>
<td>Demand</td>
<td>610</td>
</tr>
<tr>
<td>Total Utilization</td>
<td>59%</td>
</tr>
</tbody>
</table>

- Total publicly-available parking within 1 block of MOVE Culver City corridor:
  - On-street: 1,037 spaces
  - Off-street: 2,996 spaces
- On-Street Parking Findings
  - Capacity has seen little change since October 2020. Outdoor Dining and construction in 2020 removed a similar amount of on-street parking as the project.
  - 2020 utilization: 47-58%, depending on time of day
  - 2023 utilization: 59-69%, depending on time of day

Source: Manual Capacity/Utilization Counts
Vehicle Impacts: Off-Street Parking

- Analyzed 4 public parking garages adjacent to project corridor containing 1,800 spaces
- Off-Street Parking Findings
  - Significant dip in entry counts, likely due to employees working from home during pandemic
  - 2022 entry count was 91% of 2019 entry count
  - 2022 average daily entry count was 1,050 or approximately 58% of garage capacity

Source: Culver City Garage Entries
Sales tax revenues along the Corridor make up an increasing share of citywide sales tax revenue, rising from 15% in Q3 of 2019 to 17% in Q3 of 2022.

20% of Culver City workers worked remote in 2021, compared to 6.6% in 2019.

Source: Culver City Financial Department & American Community Survey (ACS)
Feedback
Stakeholder Feedback

• Robust public engagement + education
• Interviews with large and small employers, stakeholders, and business leaders.
• Identified need for surgical fixes across the corridor to address traffic flow (signal timing, right turn locations, etc.)
• 50+ private meetings with stakeholders
CRM

- Received 408 messages through the life of the project, including feedback, questions, and comments
- Most messages received in the first three months, dropping off as issues were addressed
- Stakeholder feedback:
  - Bike riders – typically supportive. Many reported visiting Downtown and the Arts district more frequently. Some issues reported with bike signals.
  - Drivers – some said they traveled to downtown less frequently. Some reported issues with parking and loading, which led the City to create 280 feet of loading zones on side streets. Some asked questions about new traffic control devices.
  - Transit riders – reported that buses using the bus lanes had become faster and more reliable. Many reported that they started taking the bus for trips for which they would previously have driven.
  - Visitors – some visitors reported visiting Culver City more often because of the project. Others reported that they visited less often. Most comments about parking relate to pickup/drop-off.
Survey

MOVE Culver City is working well, and the City Council should continue the project as is with no changes 13%

MOVE Culver City should continue, but with some changes to address concerns raised by residents and local businesses along the corridor 47%

MOVE Culver City is not working, and the City Council should end the project 38%

None of these or Don’t Know 2%
Survey

Most residents like the sustainable transportation elements of the pilot. However, they are sharply opposed to the perceived impact on traffic.

*New pedestrian walkways and crossings

<table>
<thead>
<tr>
<th>Support</th>
<th>Oppose</th>
</tr>
</thead>
<tbody>
<tr>
<td>77%</td>
<td>18%</td>
</tr>
</tbody>
</table>

Protected, dedicated bike lanes in both directions

<table>
<thead>
<tr>
<th>Support</th>
<th>Oppose</th>
</tr>
</thead>
<tbody>
<tr>
<td>66%</td>
<td>31%</td>
</tr>
</tbody>
</table>

*Bus stop improvements

<table>
<thead>
<tr>
<th>Support</th>
<th>Oppose</th>
</tr>
</thead>
<tbody>
<tr>
<td>71%</td>
<td>15%</td>
</tr>
</tbody>
</table>

The new Downtown Circulator shuttle

<table>
<thead>
<tr>
<th>Support</th>
<th>Oppose</th>
</tr>
</thead>
<tbody>
<tr>
<td>64%</td>
<td>21%</td>
</tr>
</tbody>
</table>

*Scooter share and bike share service

<table>
<thead>
<tr>
<th>Support</th>
<th>Oppose</th>
</tr>
</thead>
<tbody>
<tr>
<td>59%</td>
<td>28%</td>
</tr>
</tbody>
</table>

Reducing vehicles to one lane of traffic in both directions

<table>
<thead>
<tr>
<th>Support</th>
<th>Oppose</th>
</tr>
</thead>
<tbody>
<tr>
<td>29%</td>
<td>68%</td>
</tr>
</tbody>
</table>

Reducing on-street parking

<table>
<thead>
<tr>
<th>Support</th>
<th>Oppose</th>
</tr>
</thead>
<tbody>
<tr>
<td>32%</td>
<td>64%</td>
</tr>
</tbody>
</table>

Dedicated bus lanes in both directions

<table>
<thead>
<tr>
<th>Support</th>
<th>Oppose</th>
</tr>
</thead>
<tbody>
<tr>
<td>37%</td>
<td>59%</td>
</tr>
</tbody>
</table>

*Changes to traffic patterns

<table>
<thead>
<tr>
<th>Support</th>
<th>Oppose</th>
</tr>
</thead>
<tbody>
<tr>
<td>39%</td>
<td>49%</td>
</tr>
</tbody>
</table>

Shared bus and bike lanes in both directions

<table>
<thead>
<tr>
<th>Support</th>
<th>Oppose</th>
</tr>
</thead>
<tbody>
<tr>
<td>43%</td>
<td>50%</td>
</tr>
</tbody>
</table>

Post-Implementation Survey

In order to better understand residents’ view of MOVE Culver City, the City commissioned a scientific survey. 413 residents were surveyed by phone, email, and text message. This response rate was enough to guarantee 95% confidence in the survey results with a 4.9% margin of error. The following pages
Moving Forward
Where do we go from here?

Ongoing Efforts

• Expanded mobility lane utilization
  • Additional mobility services + permit program for employer shuttles
  • Fixed route, micromobility, and Microtransit (future)
  • Comprehensive Service Analysis to enhance connectivity to the rest of the City.
  • Potential partnership with major employers on employee shuttles

• Expanded bike connectivity
  • Adams/Robertson bike lanes

• Pedestrian scramble intersection at Culver/Main

Decision Point

• 3 general options for moving forward
  • Option 1 – Permanent Vision
  • Option 2 – Light touch
  • Option 3 – Shared bus/bike lane
Option 1: **Permanent Vision**

- Move into permanent materials
- New goal - how to design street as beautiful open space for people AND be functional for mobility?
- Based on the concept of physically separate bus / bike lanes + one general purpose lane.
- Will involve new public design process
- May move curbs, use pavers, new street trees, transit shelters, etc.
- Implementation time: 2 years
Option 2: **Light Touch Edits + Refresh**

- Maintain current configuration as-is.
- Minor modifications (right turns, loading, etc.)
- Refurbishment of tactical materials (paint, platforms, delineators)
- Project Monitoring continues for an additional two years.
- Implementation time: 6 months
Option 3: **Shared Bus-Bike Lane Redesign**

- Robust quick-build redesign
- Create protected, shared bus/bike lanes between Culver/Duquesne to Washington / Helms.
- Washington/Helms - La Cienega Ave remains as-is.
- Add a second vehicle lane where feasible
- Refurbishment of tactical materials (paint, platforms, delineators)
- Based on feedback from DBA / stakeholders
- Project Monitoring would continue for an additional two years.
- Implementation time: 6 months
Authorization Request

• Requesting authorization for:
  ○ $275,000 for Downtown Corridor design
  ○ $125,000 contingency
• Funds preliminary design (Option 1) or full design (Option 2/3)
• No additions to project budget
Corridor 2 Preliminary Design

- Previously authorized to proceed with conceptual design for Corridors 2 and 3
- Why Sepulveda?
  - Coordinate planning efforts with the Sepulveda Blvd resurfacing project
  - Used by Line 6 and Rapid 6, Culver CityBus’s highest-ridership lines
  - Connects to key regional destinations including LAX and UCLA
  - Connections to Metro light rail: E Line, C Line, K Line (late 2023)
- Develop context-sensitive conceptual design options specific to the corridor
- Return to Council in FY24
Thank you!