MOVE Culver CITY

Project Update

City Council Meeting
04.24.2023

Culver CITY
Transportation Department
Mobility Planning • CityBus • CityShare • CityRide • CityFleet Services

Culver CITY
PUBLIC WORKS DEPARTMENT

Agenda

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

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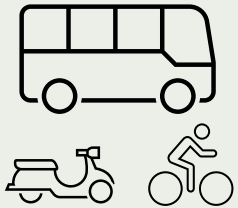
Project Background

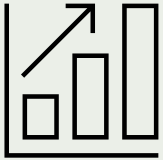
Project Goals

MOVE Culver City promotes and encourage 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

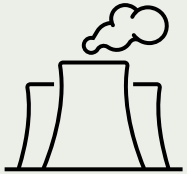


Provide mobility options - freedom of choice



Accommodate growth identified in the General Plan 2045 update

Increase mobility options per SCAG's regional transportation plan, Connect SoCal

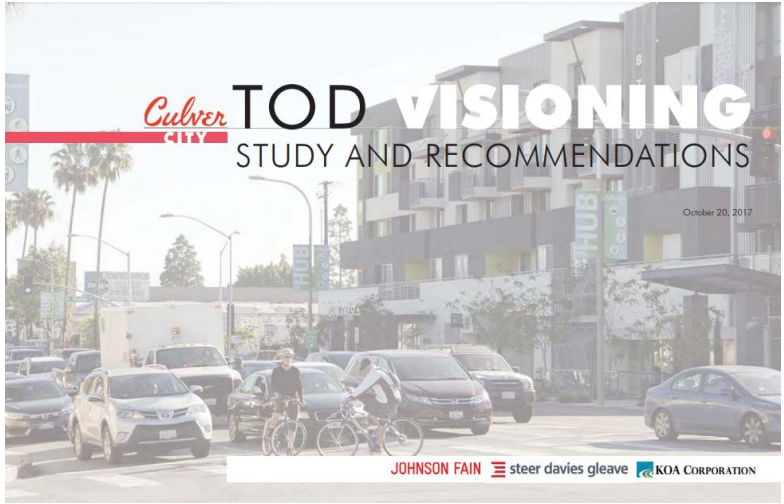


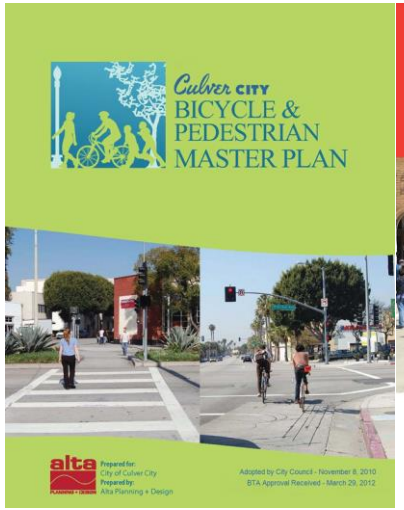
Support the goals of SB375 to lower greenhouse gas emissions (GHG)

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)





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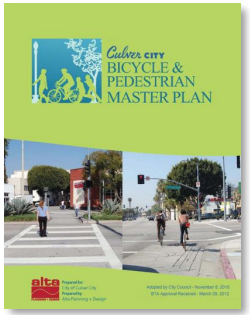
Previous Efforts

CicLAvia hosted on Washington Boulevard

TOD Visioning Plan and Expo-Downtown Bicycle Connector Feasibility Study

2010



Strategic Plan and Bicycle and Pedestrian Master Plan Adopted

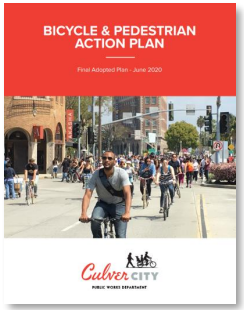
2012

Culver City Safe Routes to School Program

2015

2017

2020



Culver City's Bicycle and Pedestrian Action Plan Adopted

Project Timeline

12-month Data Collection Period
(Monthly Reports)

2020 | 2021 | 2022 | 2023

City Council Approves
Design Guidelines + Design Plans

Mid-Pilot Report

Post-Pilot Report

MOBILITY LANE DESIGN & INSTALL

GO LIVE NOV 2021

- Community Design Process
- Circulator Planning
- Platform Design & Fabrication
- Material Procurement
- Construction Sequencing & Preparation
- Construction
- Community Art Install
- Circulator

MONITOR, EVALUATE, & RESPOND

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

FUTURE STEPS

OTHER EFFORTS

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

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Post-Pilot Report Key Findings

Post-Pilot Report Analyses

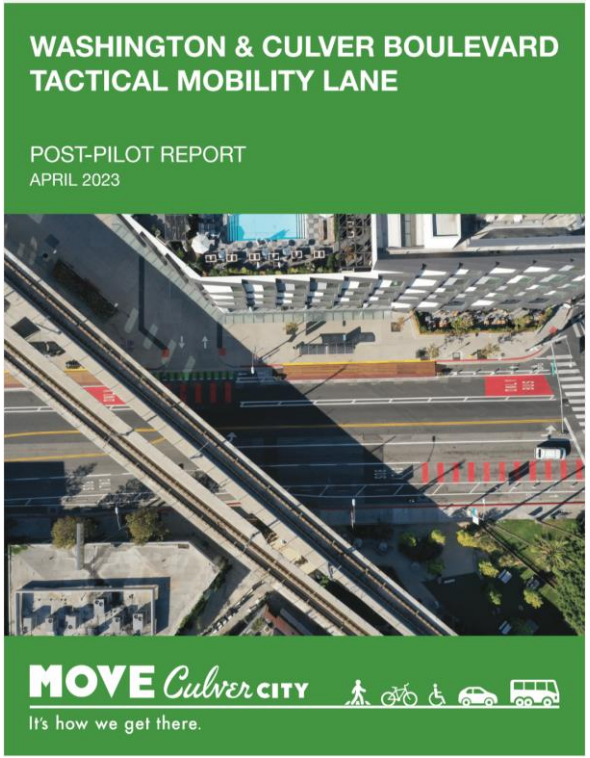
Sustainable Mobility

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

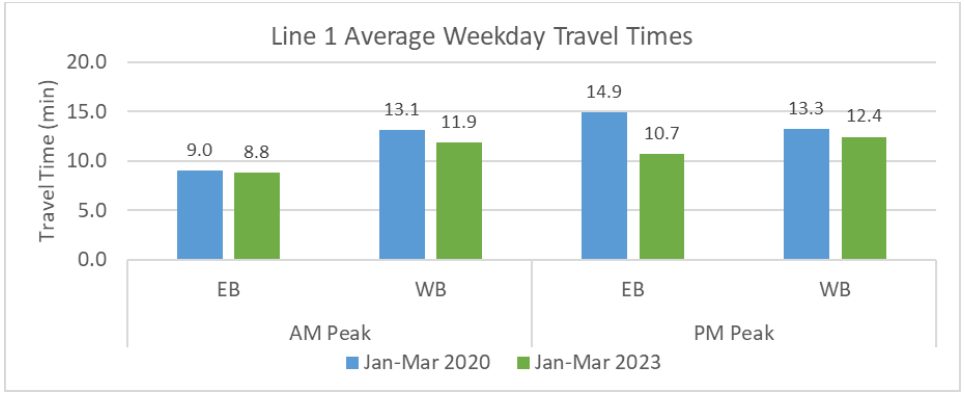
Vehicle Activity

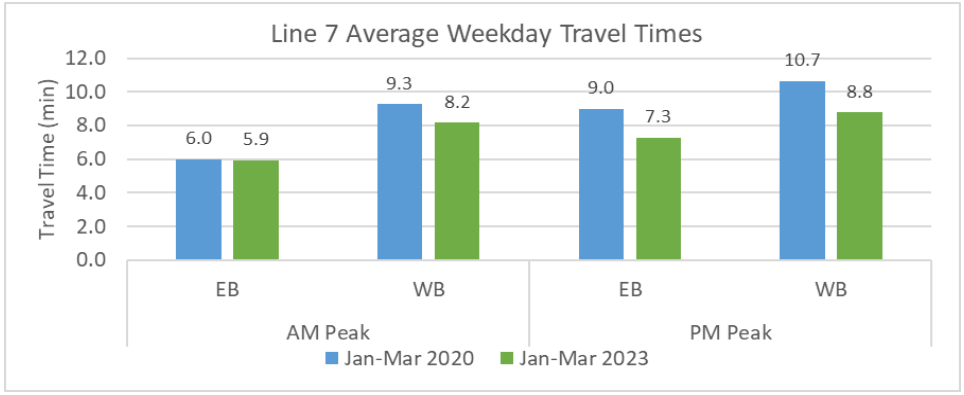
- MOVE Culver City corridor vehicle travel time
- Extended corridor vehicle travel time & emergency response
- Pass-through vehicle trips
- PM peak hour travel time on adjacent streets
- Parking: On-street & off-street

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

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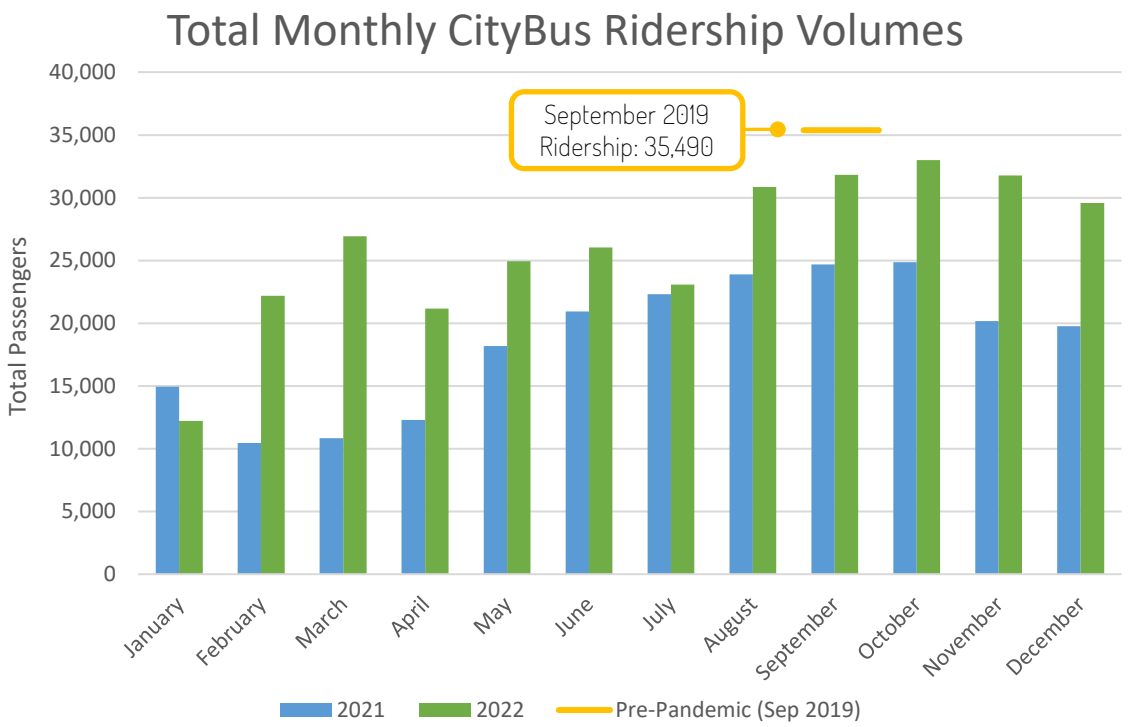
Source: Culver CityBus AVL

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.

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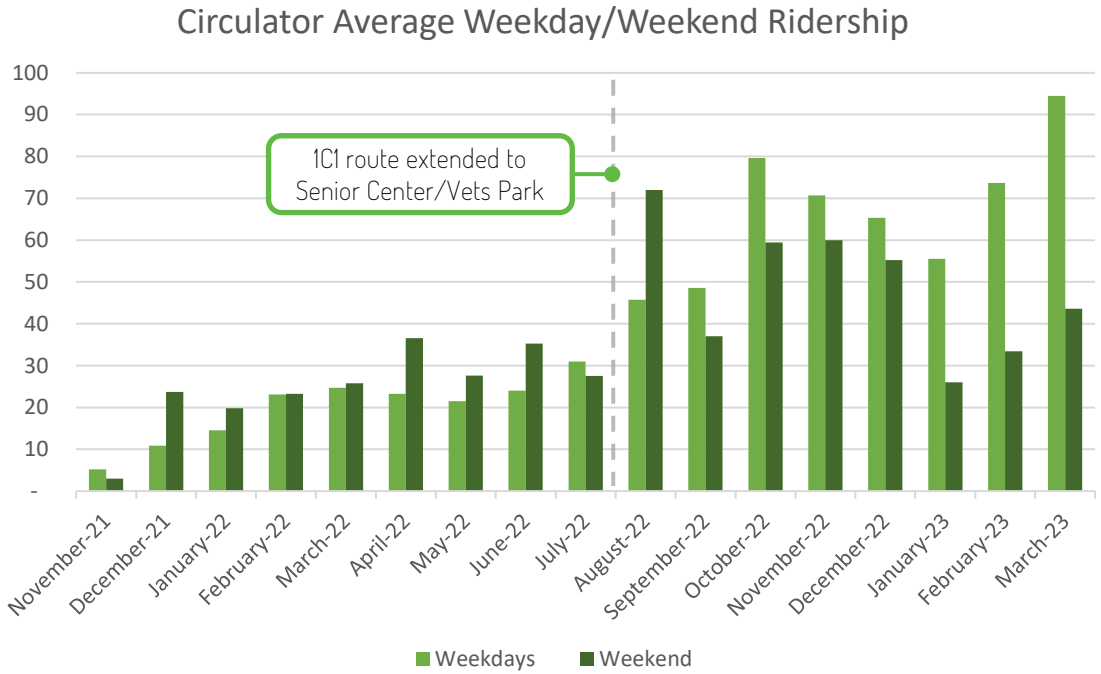
Source: Culver CityBus APCs

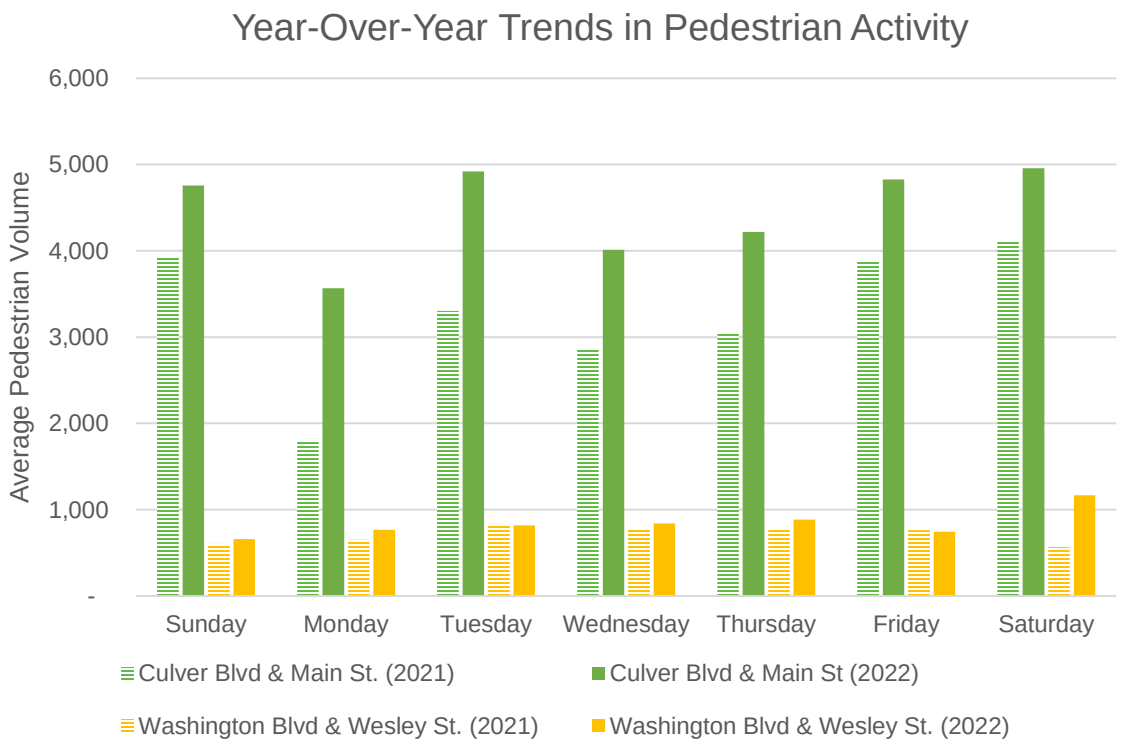
Sustainable Mobility: Circulator Ridership



- 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

Sustainable Mobility: Pedestrian Activity



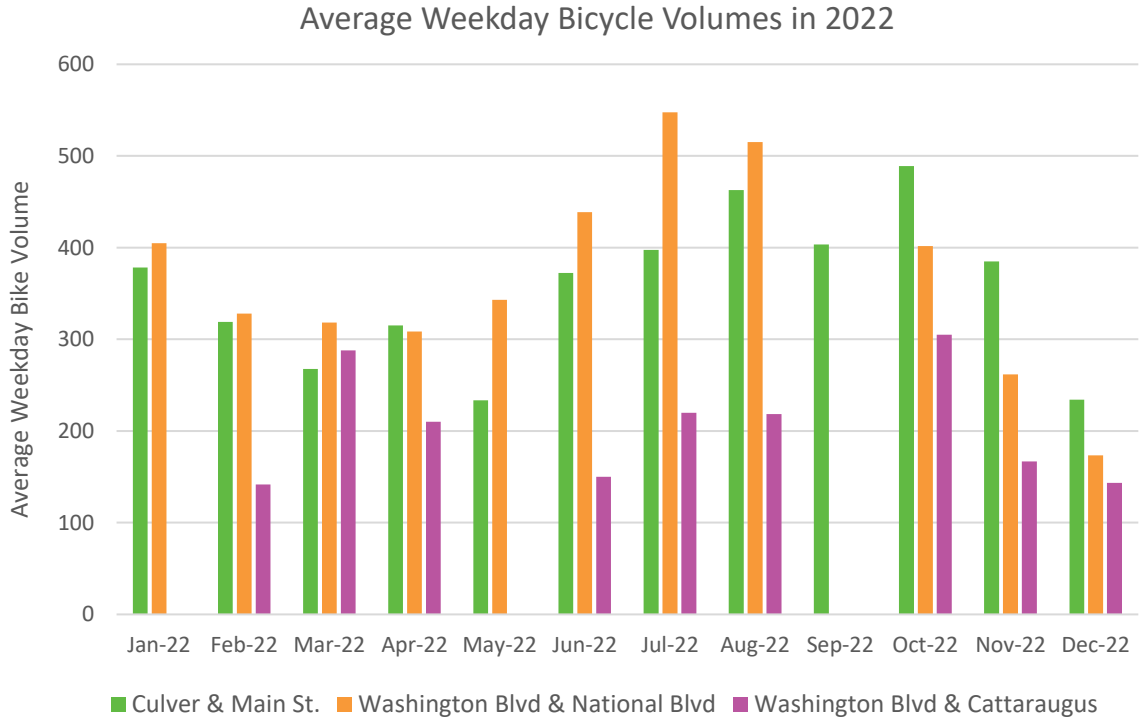
- Pedestrian volumes in October 2022 increased 36% at Culver/Main and 19% at Washington/Wesley compared to October 2021 baseline
- Intersections experienced different changes due to land use, parking access, and corridor treatments

Average Weekday Pedestrian Volumes
October 2021 - 2022

Intersection	2021	2022
Culver Blvd & Main St.	3,277	4,466
Washington Blvd & Wesley St.	705	840

Source: GRIDSMART detection cameras

Sustainable Mobility: Cycling & Micromobility



- 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

Year	Vehicle/Bicycle	Vehicle/Pedestrian
2019	3	0
2020	2	0
2021	2	0
2022	1	0

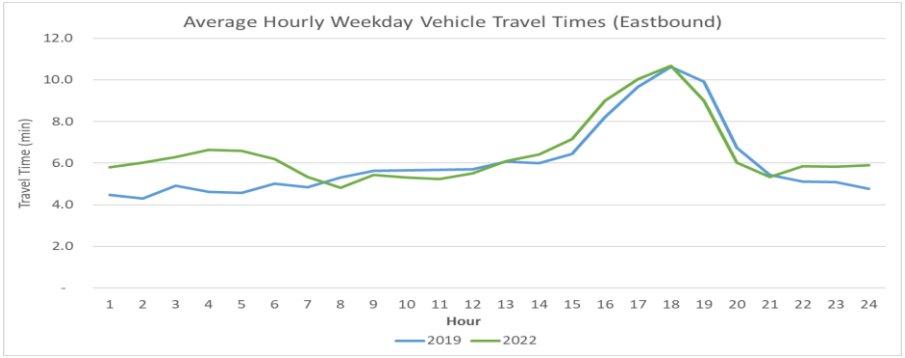
Source: City of Culver City Police Department

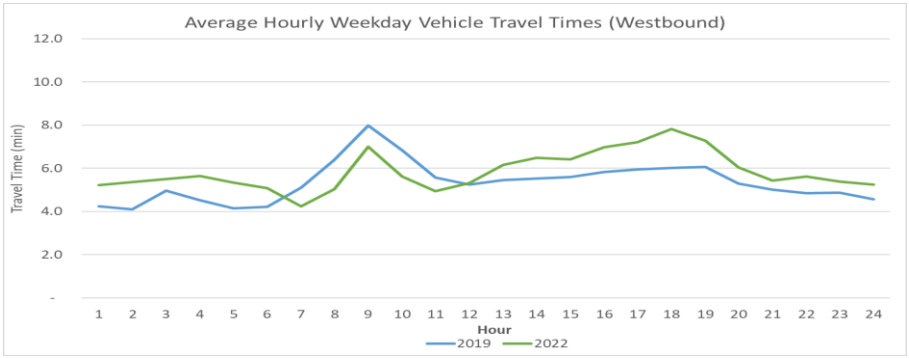
Vehicle Impacts Analyses

- **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*

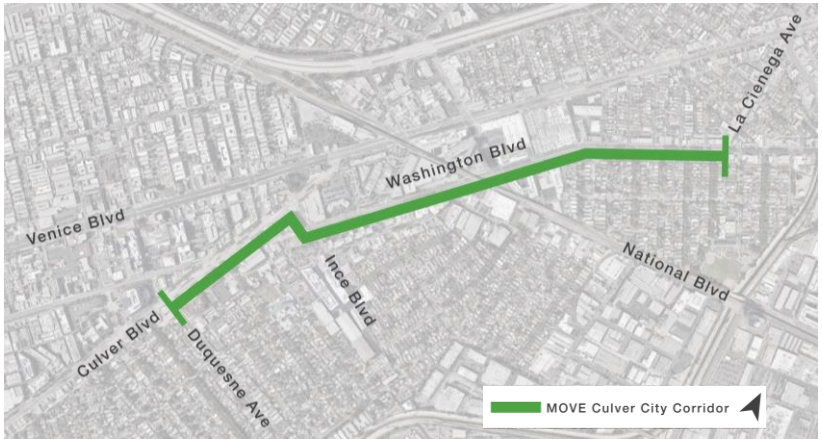
  *details in post-pilot report

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



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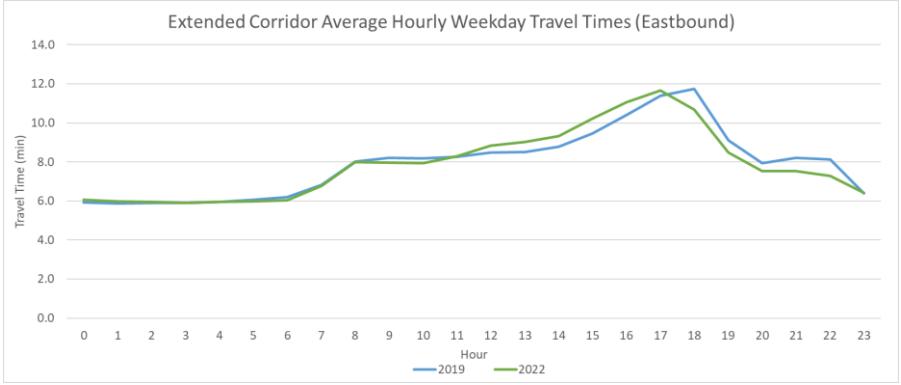
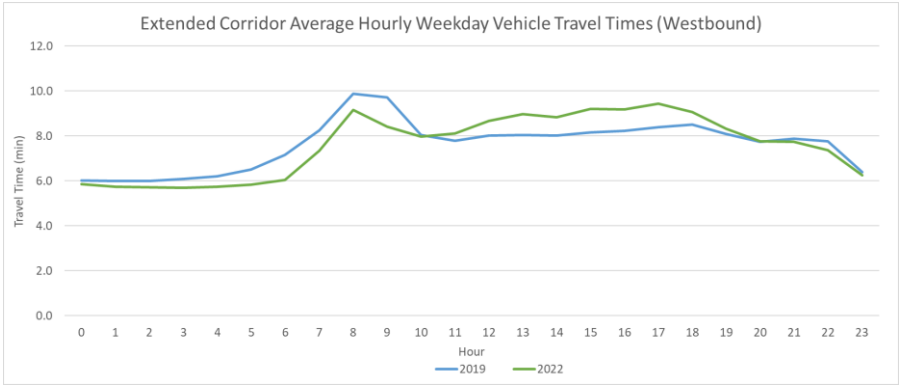
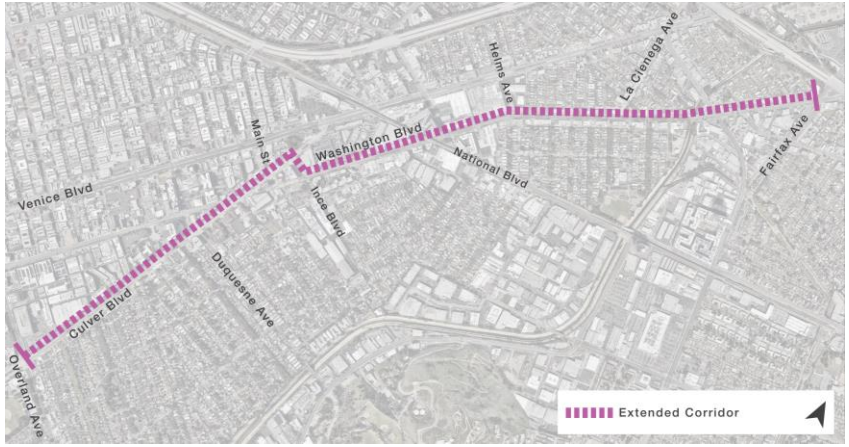
Source: INRIX & Waze

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



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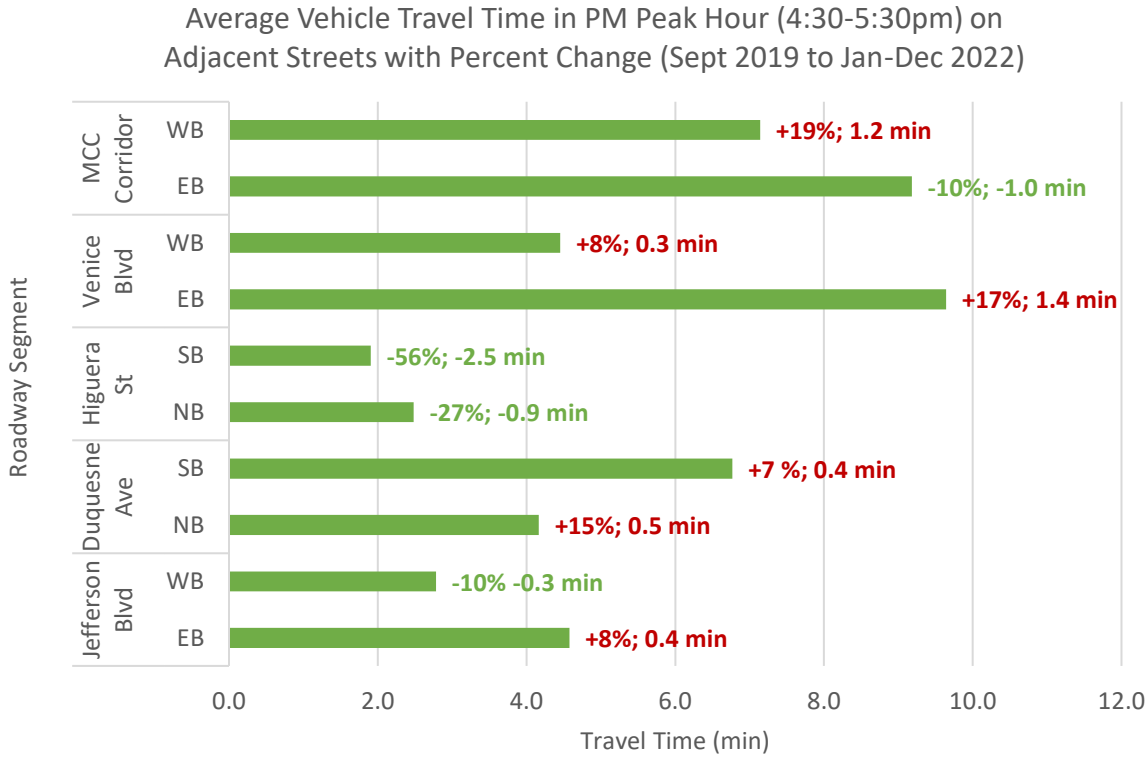
Source: INRIX & Fire Station 1 Response Time

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.

Source: INRIX, Waze

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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						
	AM Peak Hour Trips (8:00am – 9:00am)		PM Peak Hour Trips (4:30pm – 5:30pm)		All Trips	
	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend
October 2019	81%	83%	73%	75%	70%	70%
October 2022	73%	76%	65%	67%	65%	67%

Source: INRIX trip data

Vehicle Impacts: On-Street Parking

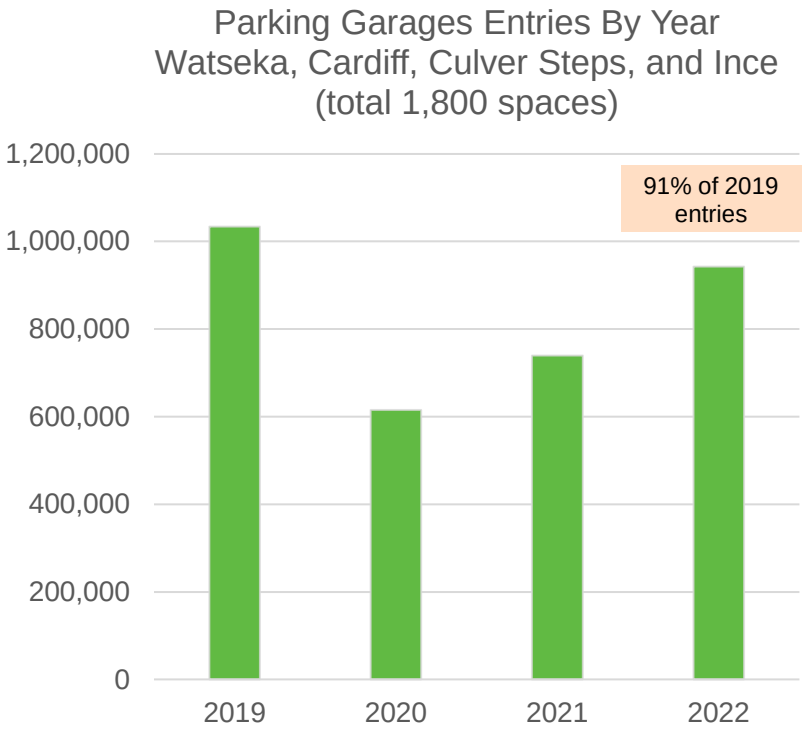
Pre-Implementation	On-Street Parking Utilization			
October 2020	Morning	Mid-Day	Afternoon	Evening
Capacity	1,032	1,032	1,032	1,032
Demand	488	601	555	602
Total Utilization	47%	58%	54%	58%

Post-Implementation	On-Street Parking Utilization			
February 2023	Morning	Mid-Day	Afternoon	Evening
Capacity	1,037	1,037	1,037	1,037
Demand	610	696	673	717
Total Utilization	59%	67%	65%	69%

- 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

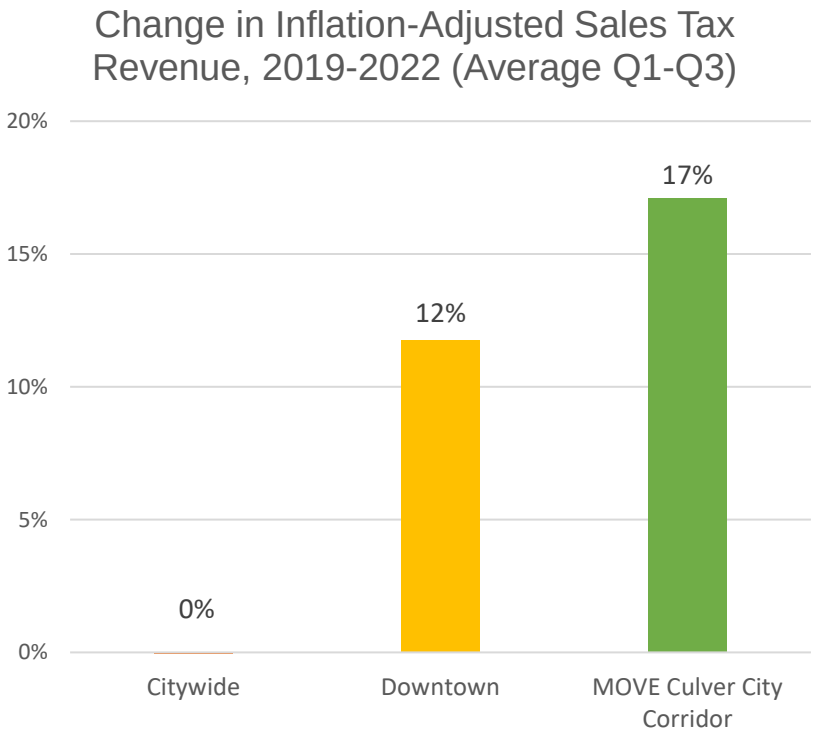
Vehicle Impacts: Off-Street Parking



- 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

Business Evaluation

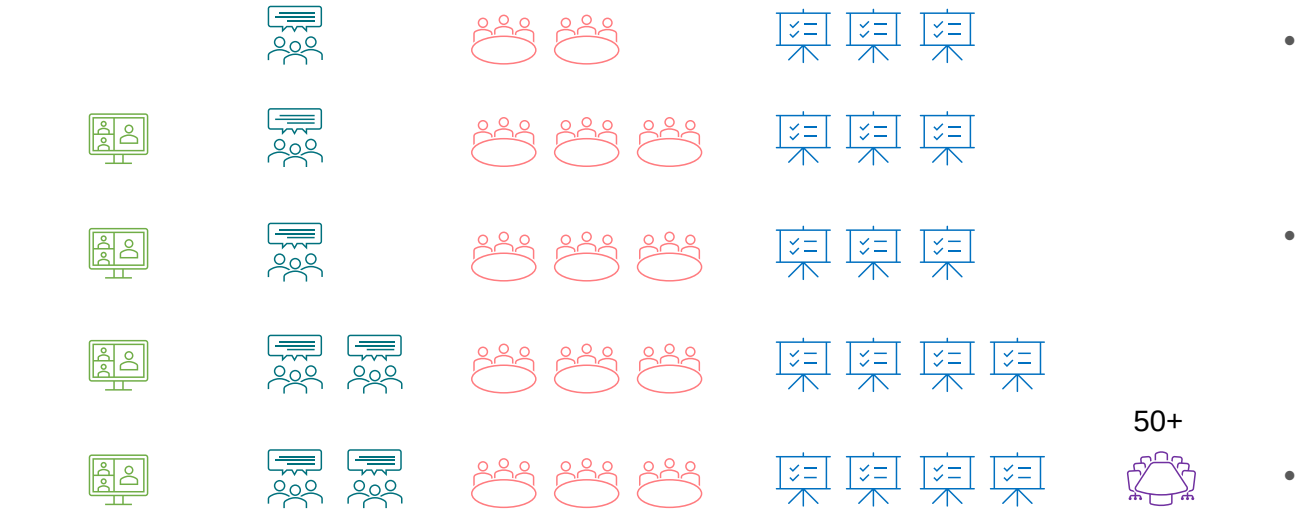


- Sales tax revenues along the Corridor make up an increasing share of citywide sales tax revenue, rising from 15% in Q3 of 2019 to 17% in Q3 of 2022
- 20% of Culver City workers worked remote in 2021, compared to 6.6% in 2019

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

Feedback

Stakeholder Feedback

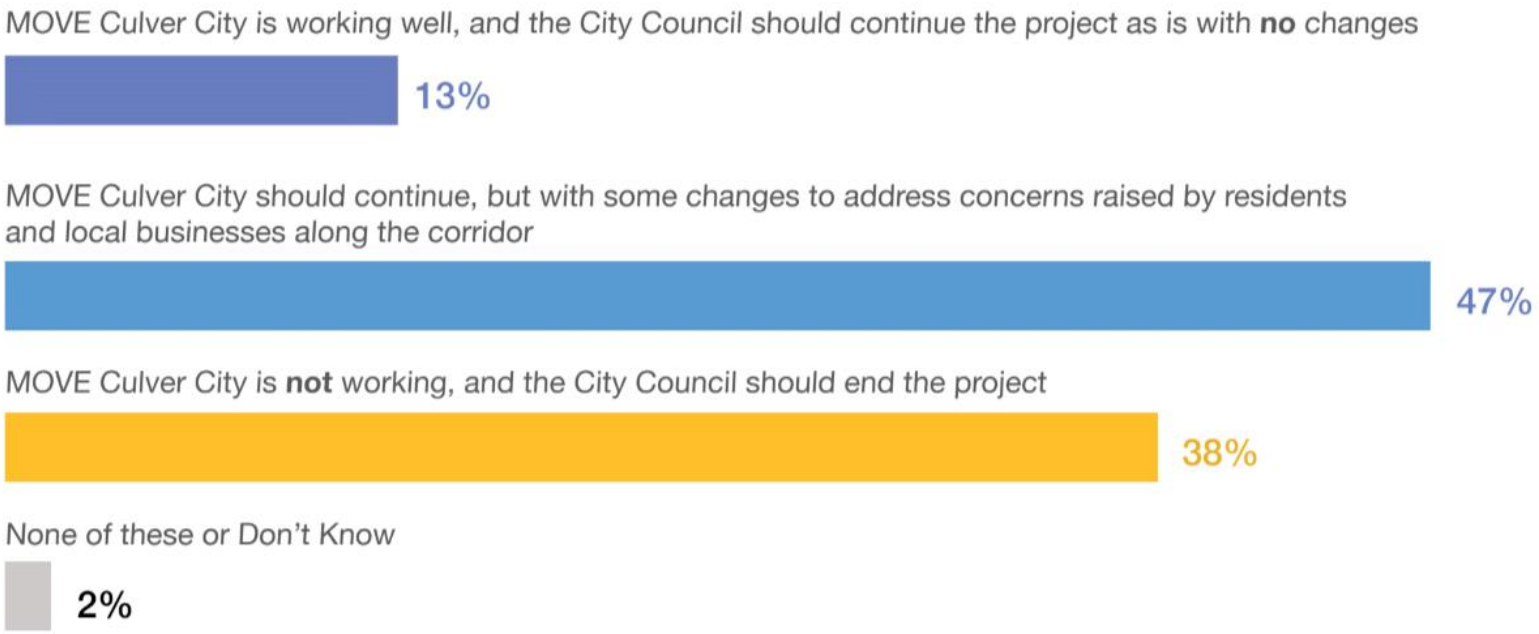


- Robust public engagement + education
- Interviews with large and small employers, stakeholders, and business leaders.
- Identified need for surgical fixes across the corridor to address traffic flow (signal timing, right turn locations, etc.)
- 50+ private meetings with stakeholders

CRM

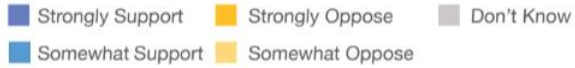
- **Received 408 messages through the life of the project, including feedback, questions, and comments**
- **Most messages received in the first three months, dropping off as issues were addressed**
- **Stakeholder feedback:**
  - Bike riders – typically supportive. Many reported visiting Downtown and 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

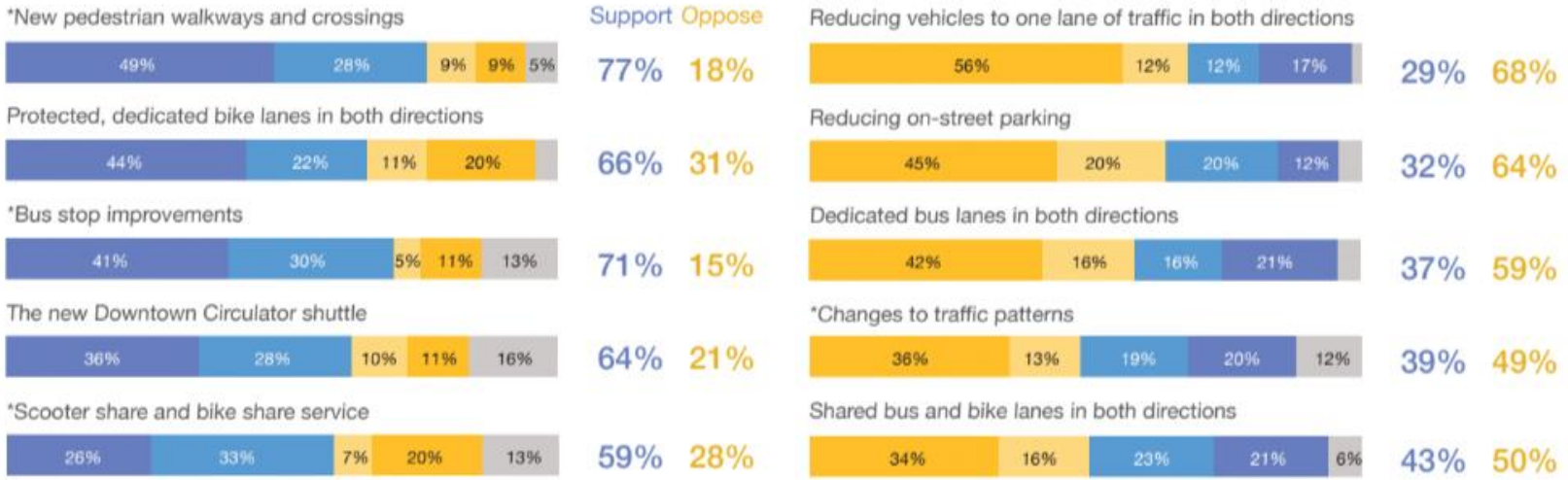

MOVE Culver City is working well, and the City Council should continue the project as is with **no** changes
13%
MOVE Culver City should continue, but with some changes to address concerns raised by residents and local businesses along the corridor
47%
MOVE Culver City is **not** working, and the City 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.



*For more information on the traffic data collected by the project team, see the Vehicular Data section.



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

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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

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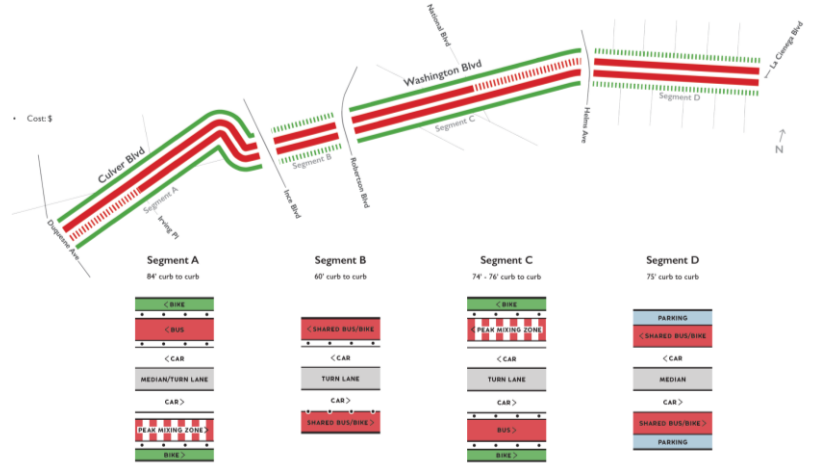
Option 2: **Light Touch Edits + Refresh**

- 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**

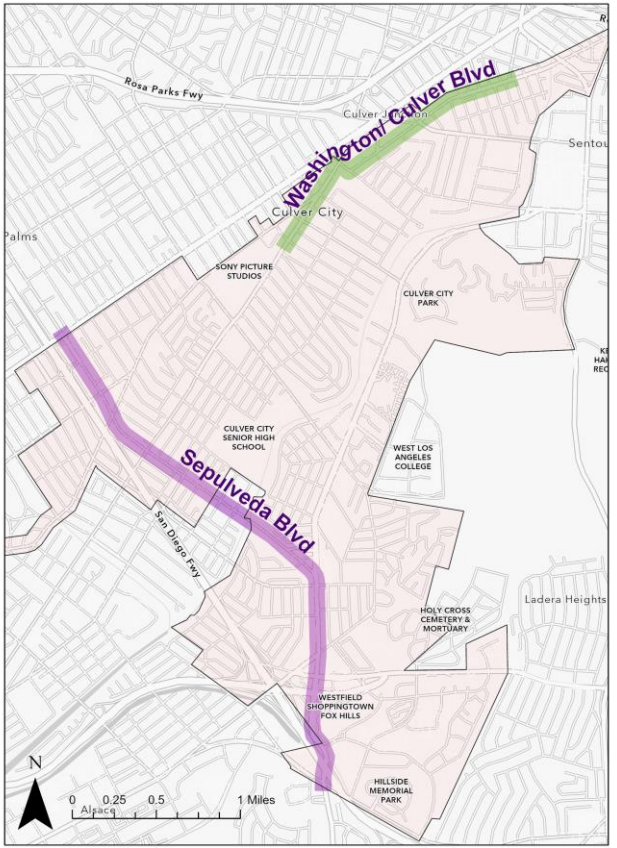
- Robust quick-build redesign
- Create protected, shared bus/bike lanes between Culver/Duquesne to Washington / Helms.
- Washington/Helms - La Cienega Ave remains as-is.
- Add a second vehicle lane where feasible
- Refurbishment of tactical materials (paint, platforms, delineators)
- Based on feedback 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



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BUS ONLY
BUS


BUS LANE
BUS

Thank you!


Culver CITYRIDE
RAM