MOVE Culver CITY

It's how we get there.

Project Update

Mobility Subcommittee

03.30.2023

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

Culver CITY
PUBLIC WORKS DEPARTMENT

Agenda

1. Project Status and Next Steps
2. Post-Pilot Report Analyses Preliminary Results

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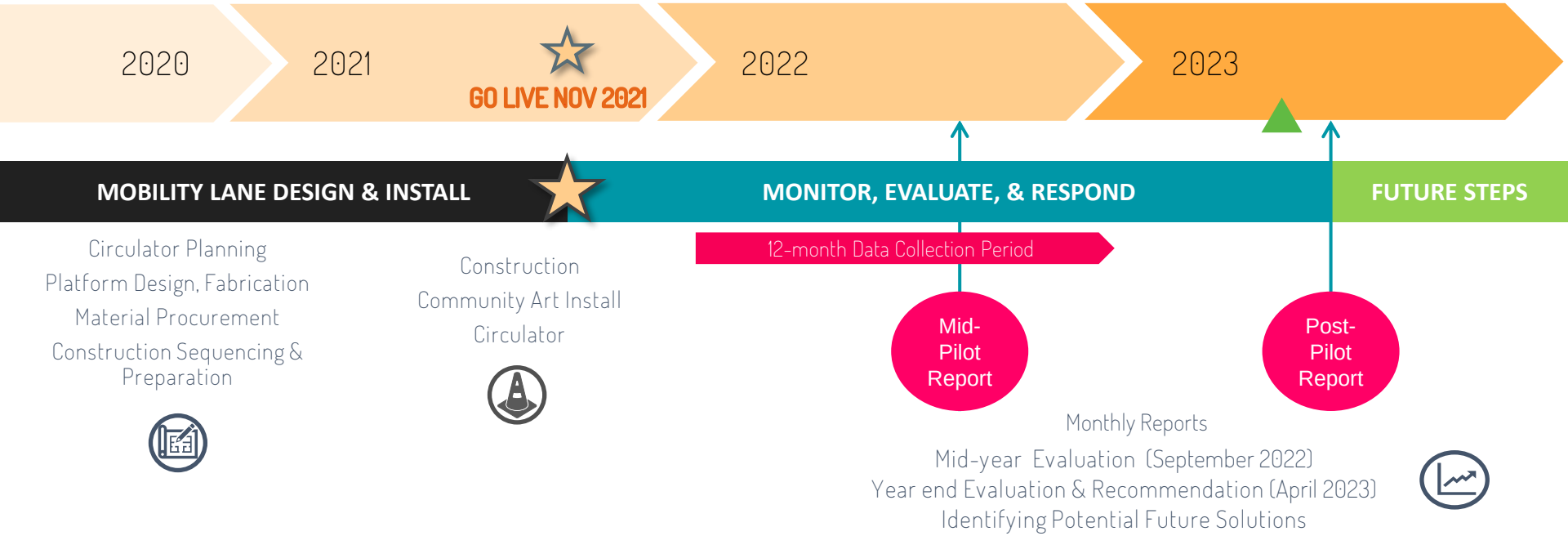
Project Status and Next Steps



OTHER IMPROVEMENTS

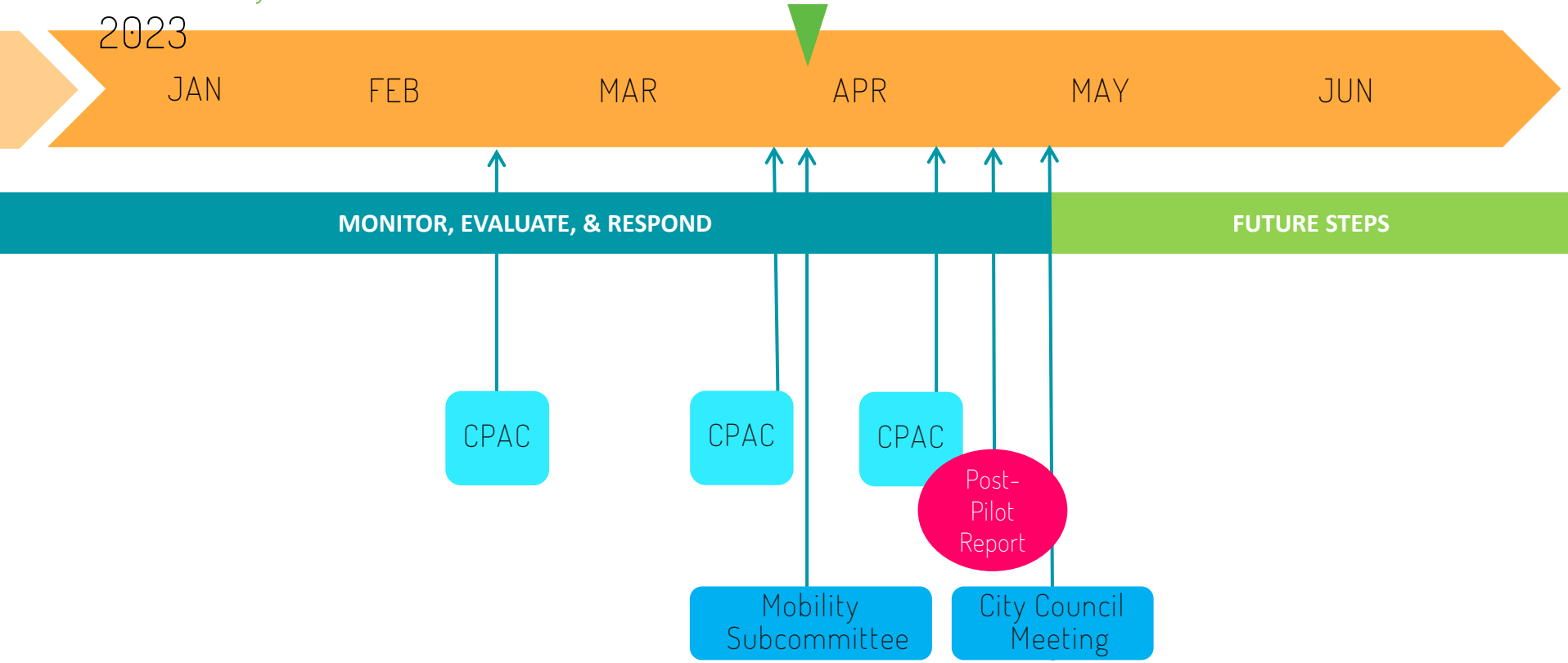
Bus Stop Furniture Improvement
Gateway Mobility Stops

Film Policy

Update Mobility Stop Guidelines

Project Status and Next Steps

Community Outreach



Post-Pilot Report Analyses in Progress

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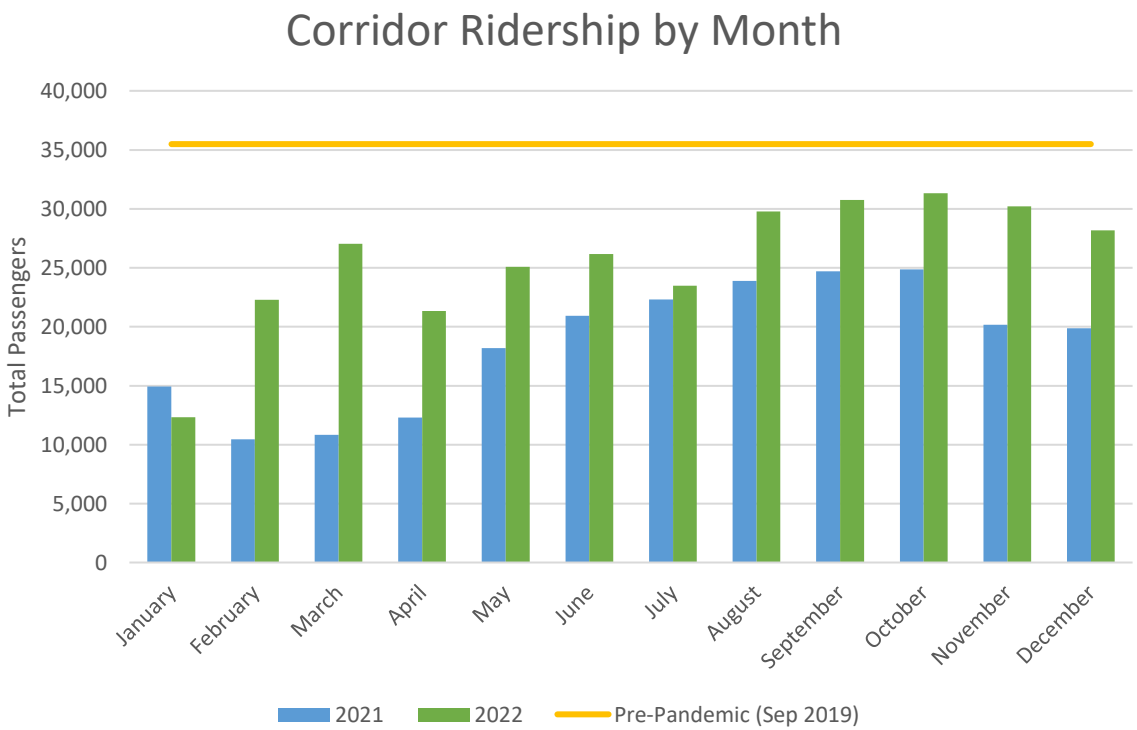
Draft results for discussion

In-progress analysis

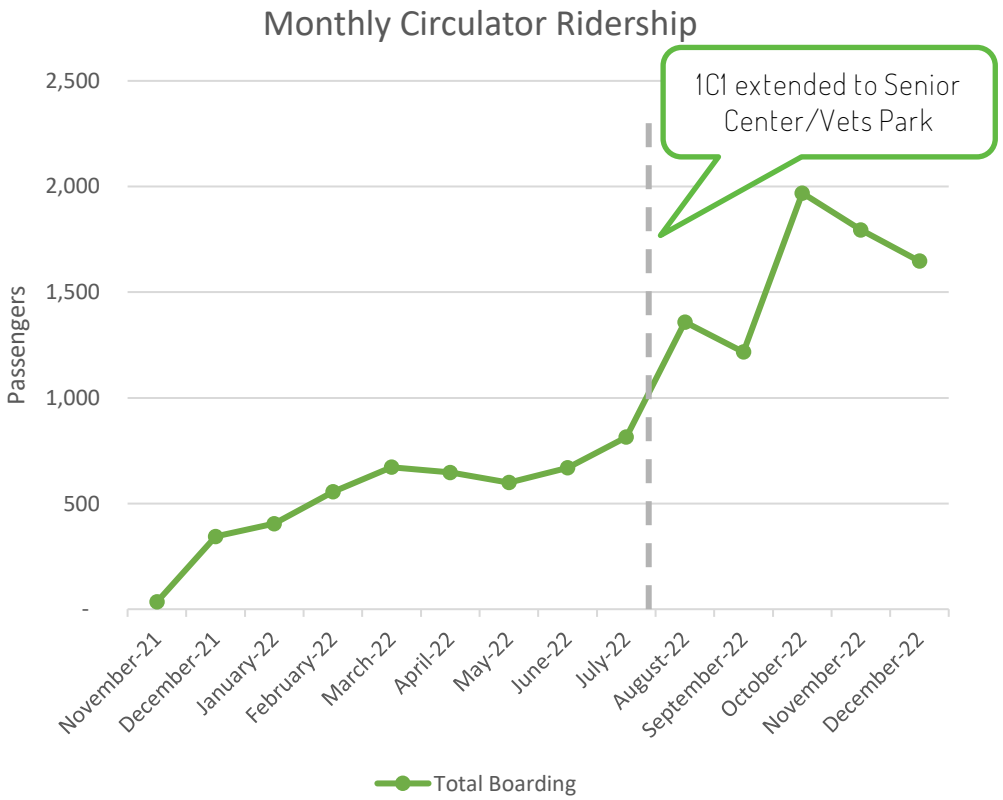
- Refresh data from Mid-Pilot Report
  - CCB Ridership, CCB Travel Time
  - Circulator/Bike/Ped/Vehicle volumes on corridor
  - Transit Ridership from other agencies
  - Vehicle travel times
- On-street + Off-street parking analysis
- Micromobility trips on corridor
- Emergency response time
- Synchro Analysis
- Pass-through Trips Analysis
- Business Evaluation
- Speeds on Parallel Streets

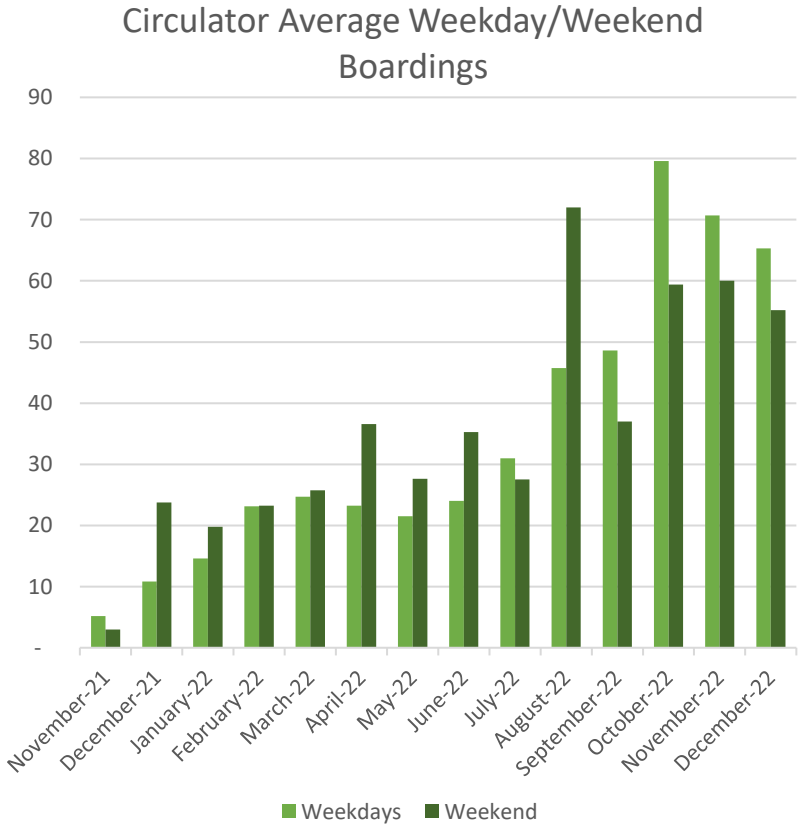
Sustainable Transportation Data: CityBus Ridership



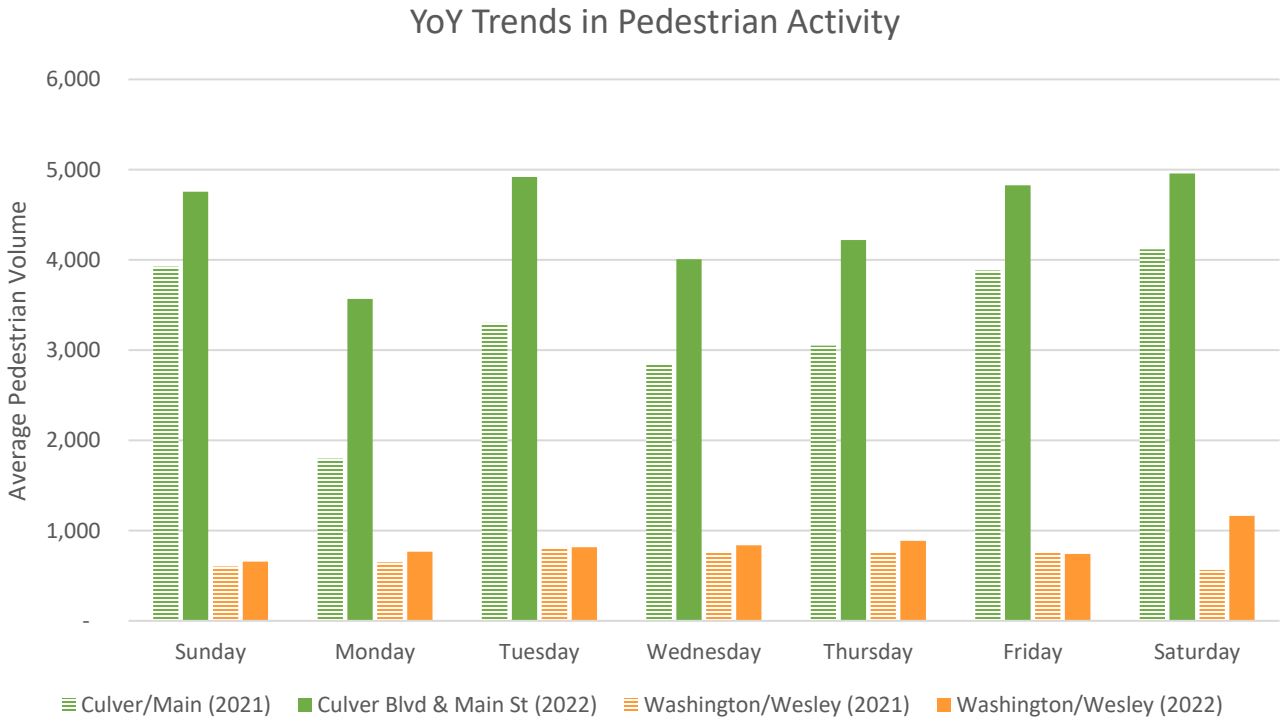
- Bus ridership on MOVE Culver City corridor increased by 36% while CityBus systemwide ridership increased by 21%
- Following nationwide trends, ridership is below pre-pandemic baseline, but recovery is much stronger on the mobility lane corridor
- Bus travel times decreased from 11 to 10 minutes (6% faster) in the AM peak and from 14 to 11 minutes (17% faster) in the PM peak

Sustainable Transportation Data: Circulator Boardings



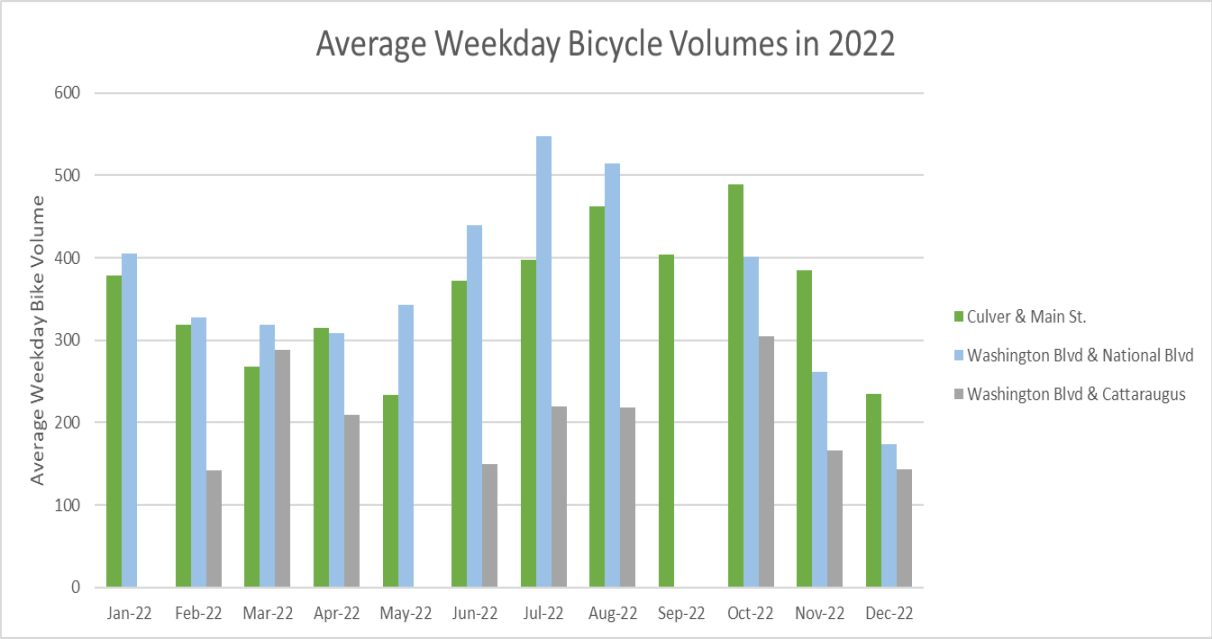


Sustainable Transportation Data: Pedestrian Activity



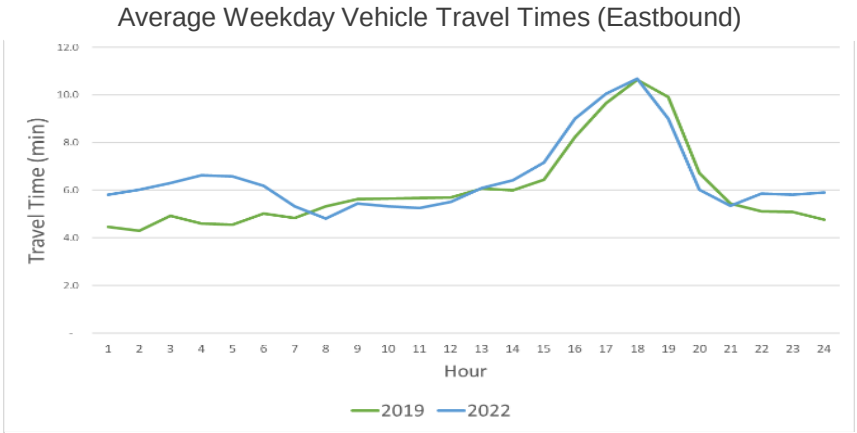
- Overall, pedestrian volumes increased on the corridor compared to October 2021 baseline activity
- Different intersections experienced different changes due to land use, parking access, and corridor treatments.

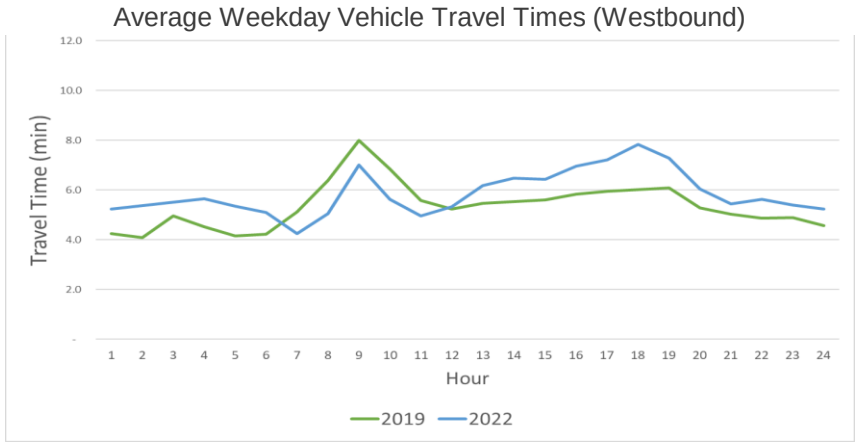
Sustainable Transportation Data: Cycling Activity



- Bicycle volumes increased 68% on the corridor compared to November 2019 pre-pandemic baseline
- Bike activity increased the most in Downtown, where bike lanes were installed for the first time
- Bicycle volumes increased during summer months and decreased during winter months, following seasonal variability

Vehicular Data: MCC Corridor Average Travel Times

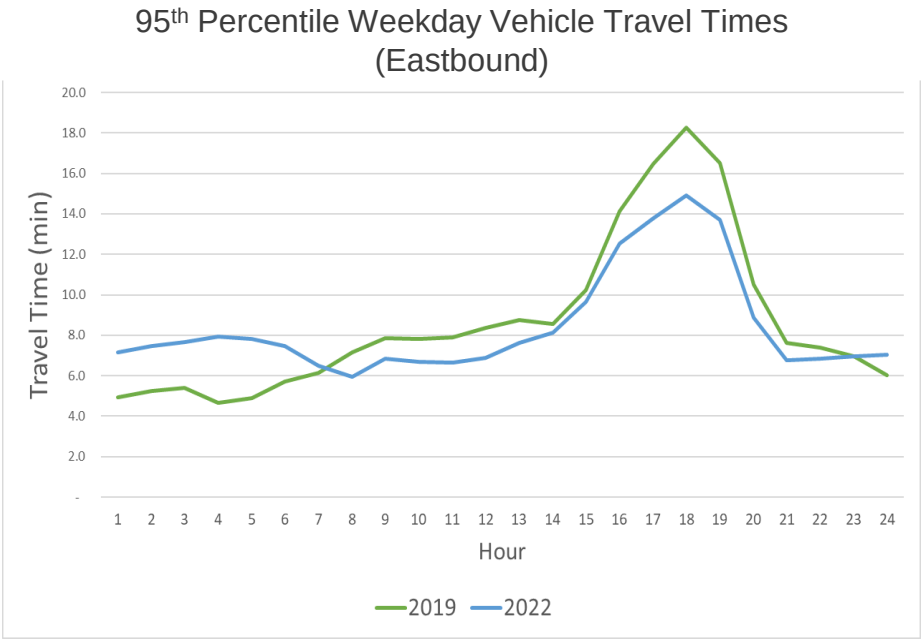


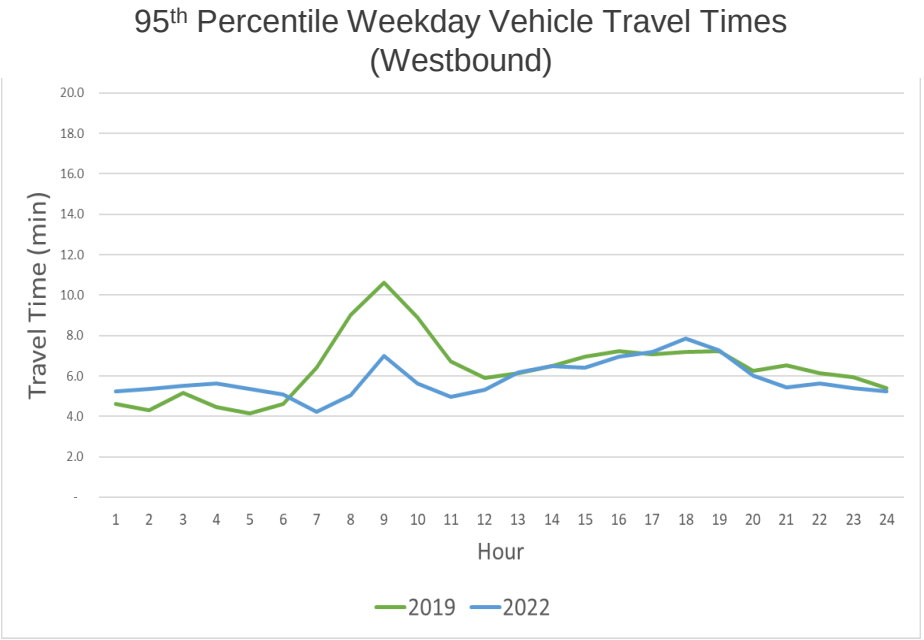


- In westbound direction, travel times on MCC Corridor are 1 minute shorter in the morning and 2 minutes longer in the afternoon compared to 2019.
- In eastbound direction, travel times on MCC Corridor during morning and evening peak hours remained similar to 2019.

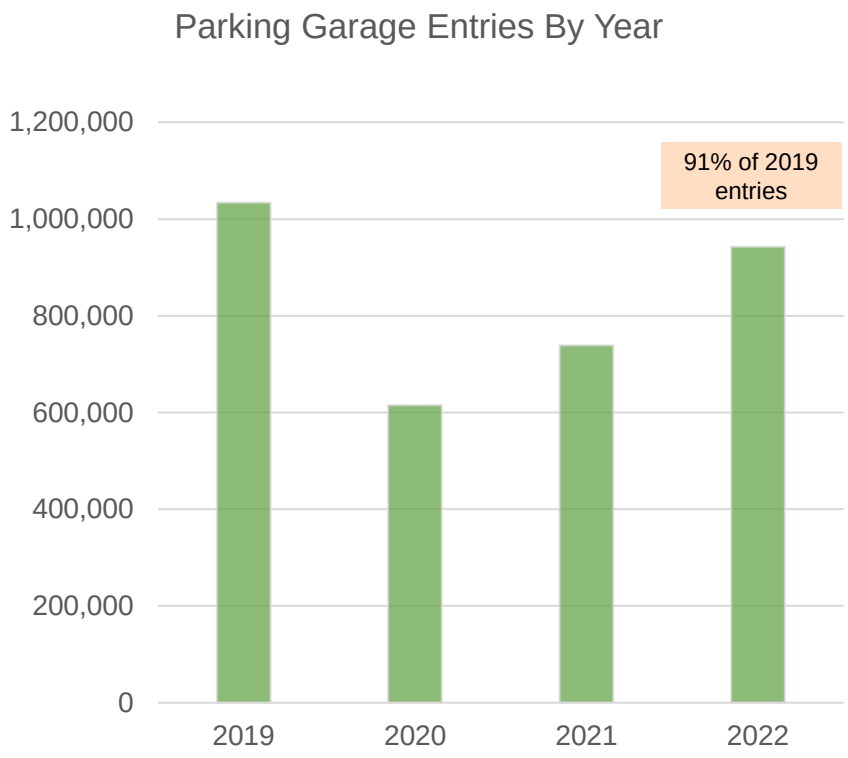
Vehicular Data: MCC Corridor 95th Pct Travel Times

- 95th percentile travel times were analyzed to identify the worst travel times experienced by drivers
  - 95th percentile means that 95% of the time, drivers experience hourly travel times less than what is shown below.





Off-Street Parking Analysis



- Total publicly-available parking within 1 block of MOVE Culver City:
  - On-street: 1,037 spaces
  - Off-street: 2,996 spaces
- Analyzed 4 public parking garages adjacent to MOVE Culver City Corridor
  - Watseka Garage + Cardiff Garage + Culver Steps + Ince Garage = 1,800 off-street parking spaces

Thank you!

Community Project Advisory Committee

03.28.2023