Line 1 Headway & CMSP Service Concepts Update

MOBILITY SUBCOMMITTEE – SEPTEMBER 29, 2026

TRANSPORTATION DEPARTMENT

Presentation Goal

- Refresher on Comprehensive Mobility Services Plan (CMSP)
- Recent updates on CMSP
- Present on two draft service concepts that decrease headways on Line 1
- Provide roadmap on how information will be incorporated in last stage of project

Project Overview

- Culver City's short and long-range vision to improve Transit & Mobility
  - Planning for in & around Culver City
  - Short-term is next five years
  - Long-term is next 20 years
- Considers existing & future City-ran services:
  - Culver CityBus
  - Demand-responsive mobility (e.g. Dial-a-Ride)
  - Future services (e.g. Bikeshare)
- Focused on Services, does not plan formal infrastructure
- **Culver City Your Way** is the public engagement effort that informs the CMSP

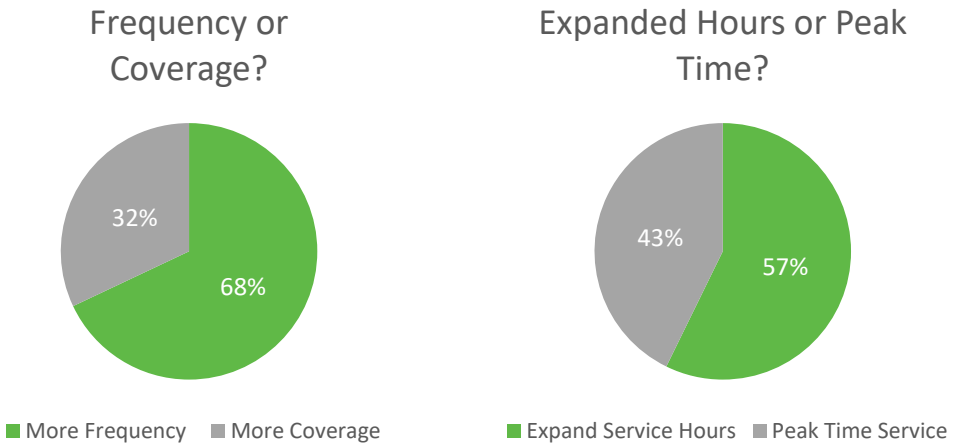


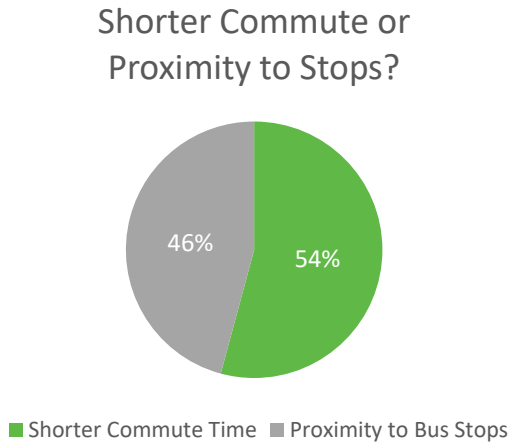


Data Sources

- Service Data
  - Ridership
  - Boardings & Alightings
  - Speed & On-Time Performance
  - Travel Time
- Collected Data
  - Rider Survey
  - Community Survey
  - Recommendations Survey
  - Site observations
- Regional Transit Plans
- Travel Data
  - Replica Data
  - Other agencies ridership
- Public Feedback
  - Community Comments & Questions
  - Exercise & Activity responses (from Town Halls & Pop-up events)
- Internal Feedback
  - Operator & Supervisor Feedback
  - Council/Mobility Subcommittee Feedback

Initial Community Feedback





- Held kickoff Town Hall & attended community events
  - Used interactive methods to get input
  - Exercises included making tradeoffs, placing improvements on a map, giving comments, etc.
- Input showed people preferred:
  - **Frequency** over coverage
  - **Expanded hours** over focus on peak times
  - **Shorter commutes** than a close-by bus stops w/ longer routes
- Incorporated this feedback into recommendations

Draft Recommendations

Long-Term Aspirational & Constrained

- Calls for major increase in fleet size
  - Redistribution of resources between CCB & other agencies
- Short-term Concepts:
  - Line 8
  - Line 3 extension
- Major New Concepts:
  - La Cienega BRT
  - Hayden Tract Circulator
  - Line 9
- Major Improvements
  - Line 6 BRT
- Constrained plan similar to short-term
  - Assumes no major addition to capacity

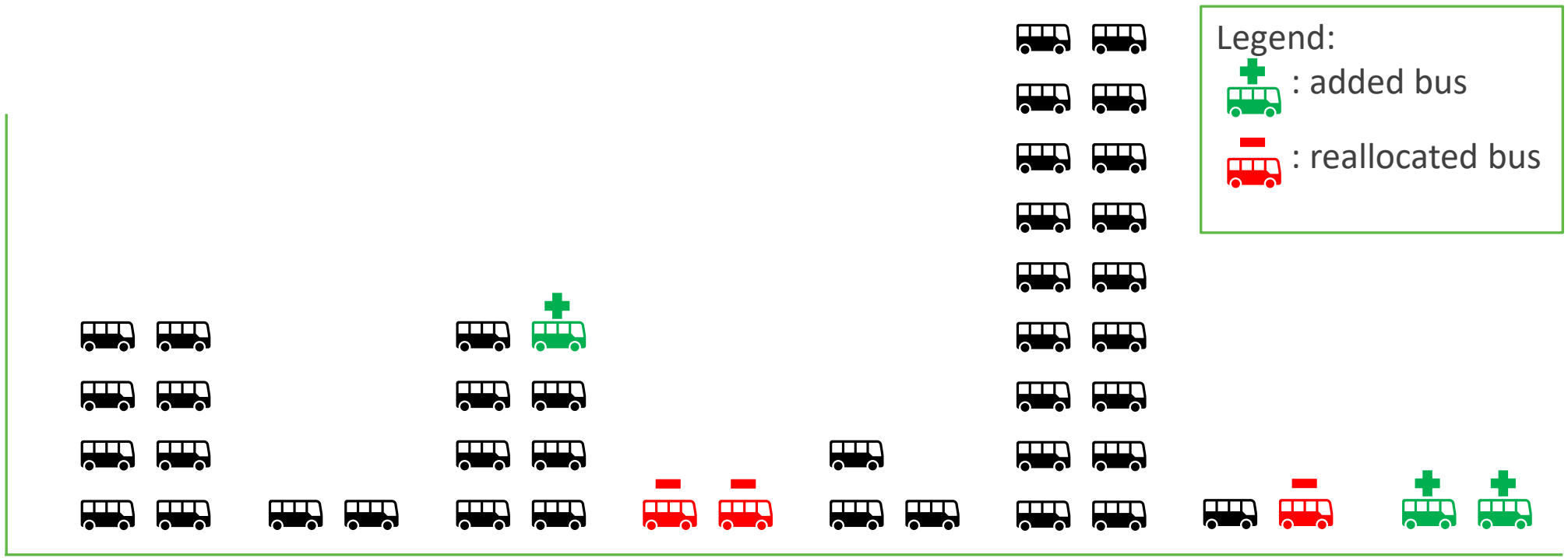


Short-Term Recommendations

- Line 1:
  - Stop consolidation, elimination of Line 1C1
- Line 3:
  - Remove West LA College, extend to Inglewood, route consistency, Century City alignment for D-Line
- Line 4:
  - Minibus service between La Cienega E-Line Station & Fox Hills
- Line 6/6R:
  - Combine Line 6/Rapid 6 into a consolidated route
- Line 7:
  - Shorten route, adjust headways
- Line 8 (New Service):
  - Fox Hills to Playa del Rey
- Other lines unaffected beyond regular service changes



Distribution of 40’ Buses (Short-Term)



Line 1	Line 2	Line 3	Line 4*	Line 5+	Line 6/6R	Line 7	Line 8

*Line 4 will utilize Shuttlebuses rather than 40’ buses as part of Jefferson Enhanced Transit Service (JETS)

Recent Updates



Supporting Analysis Development

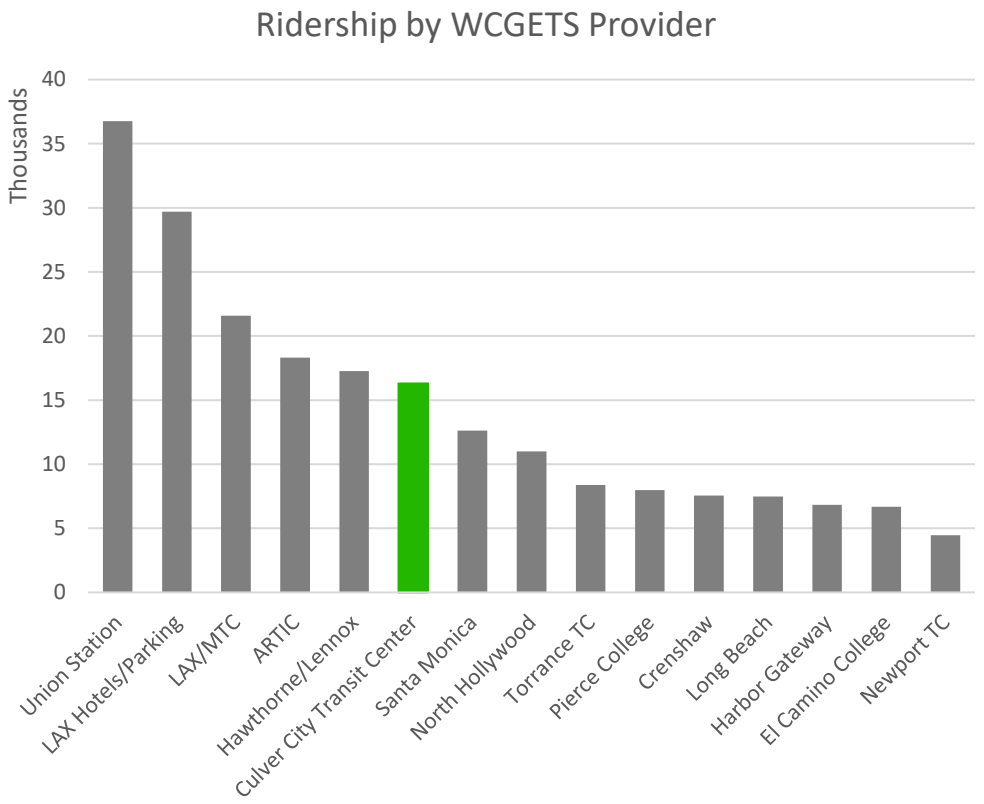
Several Draft elements are underway:

- Financial Analysis
  - How does the Recommendations impact expenses and revenue?
- Infrastructure Analysis
  - What are the system “chokepoints” that have the most potential for improvement?
- Zero-Emission Integration
  - How does California Air Resources Board (CARB) mandates intersect with recommendations?

Continued coordination with Metro & other transit agencies

Post-World Cup Findings

- Culver CityBus participated in World Cup Games Enhanced Transit Service (WCGETS)
  - 2nd highest ridership of non-Metro operators
  - 2nd highest ridership of non-Rail connected terminals
- Multi-month effort, used CMSP findings to properly scale resources for games
  - All-hands on deck, required pause of many major initiatives
  - Ridership data provides insight into CMSP's recommendations for future Games service
- Culver City Transit Center (CCTC) role in Infrastructure Analysis



Potential Service Concepts

Considerations for Concepts

INPUTS

- Cannot expand 40’ bus fleet in Short-Term Scenario
- Two concepts:
  - “10-Min” is 10-minute headways on Line 1
  - “12-Min” is 12-minute headways on Line 1
- Existing service over future service
- Prioritized higher-potential future ridership if possible
  - Line 3 to Inglewood shows more promise & support
- Consolidate services over cutting
  - Lines 5, 5C1, and 5C2 perform better per-trip than Lines 7 and 2
  - Cannot further reduce Lines 7 and 2 without major cuts

NEXT STEPS

- Alternatives will be discussed in CMSP analysis
  - Final report will include service concept alternatives with analysis
  - Need further time to develop concepts, especially in 10-Minute concept
  - Not yet evaluated within CMSP at same level as former recommendations
- System will change even post-CMSP
  - Not a rigid plan, can adjust to changes in travel demand

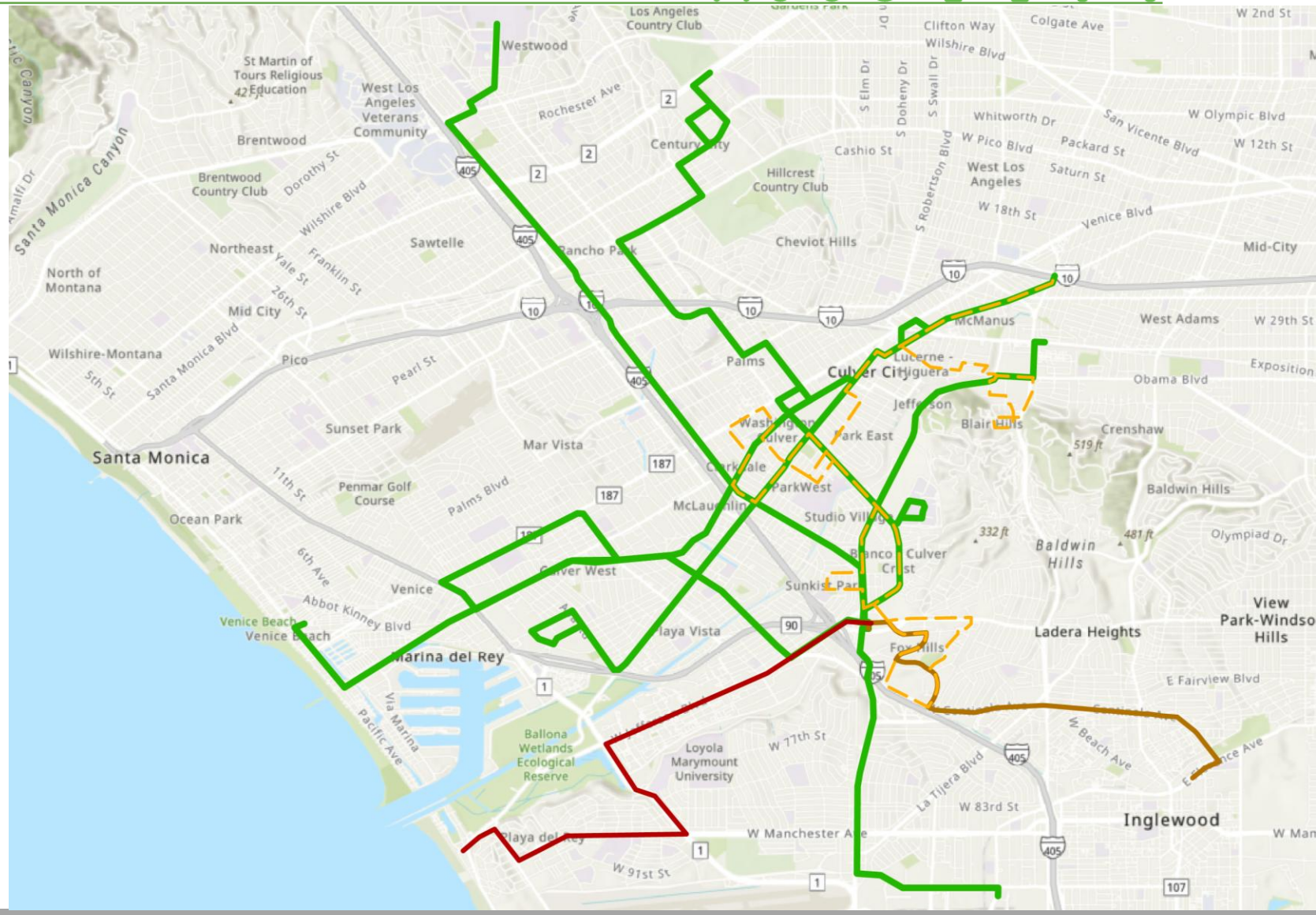
Overview of Concepts

	CMSP (Draft)		12-min Concept		10-min Concept	
Line	**40' Bus**	**Shuttlebus**	**40' Bus**	**Shuttlebus**	**40' Bus**	**Shuttlebus**
1	8	-	**10**	-	**12**	-
1C1	-	-	-	-	-	-
2	2	-	2	-	2	-
3	8	-	8	-	**7**	-
4	-	3	-	3	-	3
5/5C1/5C2	3	-	3	-	**2**	-
6/6R	18	-	18	-	18	-
7	1	-	1	-	1	-
8	2	-	**-**	-	**-**	-
Total	**42**	**3**	**42**	**3**	**42**	**3**

Map

Legend:

- : Unaffected portion
- : Removed in “12 & 10-min”
- : Removed in “10-min”
- : Consolidated in “10-min”



Current Staff Recommendation

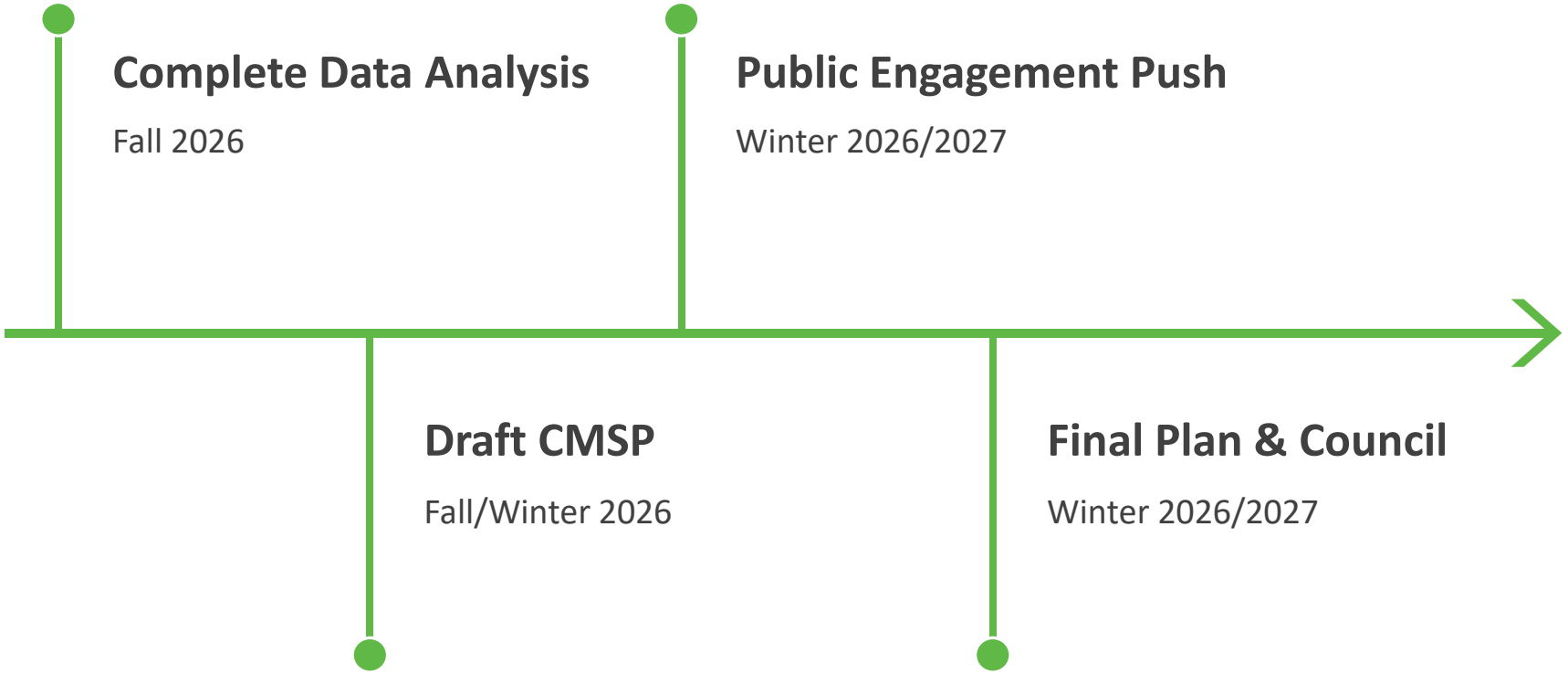
- Further evaluate 12-Minute concept
  - Evaluate alongside existing Recommendation during analysis
  - Deprioritize 10-Minute concept given public support for Line 3 to Inglewood concept

- Present alternative in last round of CMSP Outreach
  - Include option to get input from existing & potential riders

- Include mention of both alternatives in Final CMSP with evaluation
  - Public input & performance analysis helps determine staff recommendation

- Final Councilmember input on alternatives at Council Meeting to approve

Timeline


Complete Data Analysis
Fall 2026
Public Engagement Push
Winter 2026/2027
Draft CMSP
Fall/Winter 2026
Final Plan & Council
Winter 2026/2027

Questions & Comments?

THANK YOU!