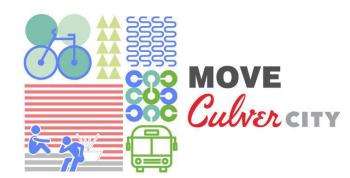
MOVE Culver City: A Quick Build Story

received worldwide attention for its innovative bold approach



What is the Move Culver City project?

- Transit/bicycle infrastructure proposed on 3 major corridors
- First phase: 1.3 mile stretch of bus lanes and bike lanes connecting the eastern edge of Culver City and the E-line metro station to Downtown Culver City
- Quick build project could not change curbs or remove/replace concrete
- Street art, used to enhance intersections, was created collaboratively by the public and staff



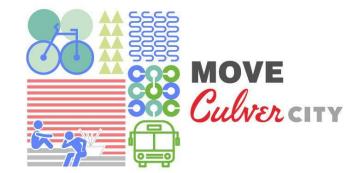




How did MOVE Culver City come about?

- Sept 2016, Council adopted a Vision Zero resolution "making safety a top priority for transportation projects and policy formation".
- 2017, completed the Culver City Transit Oriented Development (TOD) Visioning Study
- 2019, General Plan Update process began
- June 2020, Bicycle Pedestrian Plan (BPAP) adopted





How did MOVE Culver City come about?



Public Draft - June 2020





BICYCLE & PEDESTRIAN ACTION PLAN

Vision Zero

Culver City

RESOLUTION NO. 2020-F

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CULVER CITY, CALIFORNA, (1) ADOPTING THE CULVER CITY COMPLETE STRETE'S POLICY: AND (2) FINDING THE POLICY IS EXEMPT FROM THE CALIFORNA ENVIRONMENTAL (1) MILTY ACT (2004)

WHEREAS, the State of California enacted the Complete Streets Act is 2009 (under Assembly Bin No. 1359) promoting the adoption of complete streets policies by local jurisdictores to provide for the transportation needs of people waiking, bicycling taking transit, and driving of all agrees and biblies.

WHEREAS, Cavek City adored is first librych and Polestrum Mesor Family is 2010 to encourage more residents, employees, and visitors to walk and tycle in Culture City, and to goade the implementation of bicycle and polestian Instantucture projects to enhance their tarel safety, accessibility and connectivity. WHEREAS, is 2014 the Los Angeles Courty Metropolitan Transportation

Authority (Meining and Carling and Ca

guiding the provision of a take, convenient, and comfortable street system throughout the City that provides for the needs of read users of all ages, abilities and backgrounds including drivers, transit users, bicyclists and pedestrians;

WHEREAS, Puruant to Section 150416)(2) of the Cattonia Environmental Quality Act (OEQA), the Policy is considered example because it can be even with certainly three in no costally the Policy will are a spatialaret direct on the environment. The Policy by Itself, does not result in any physical charges in the

Culver TOD STUDY AND RECOMMENDATIONS

JOHNSON FAIN = steer davies gleave KOA CORPORATION

October 20, 2017

MOVE Culver City: Community Engagement

Community Project Advisory Committee (CPAC) Meetings: Representatives from Chamber of Commerce, Downtown Business Association, Bicycle Pedestrian Advisory Committee, neighborhood associations, Bike Culver City, major employers such as Sony Studios, Amazon Productions, and other corporate employers

Business Roundtables

Traffic, Parking, Mobility subcommittee - city council

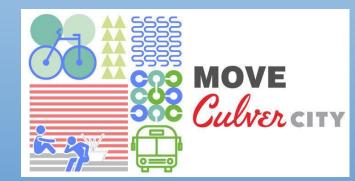
Intermittent community meetings



MOVE Culver City: Community Engagement

Changes (big and small) made from day one based on feedback from meetings and the portal — staff was very responsive

A total of 408 oral and written entries were received through the portal that later informed post-construction design modifications.



MOVE Culver City: What did the data show?



+52%

in bus ridership (Average January through July ridership in 2022 compared to the same period in 2021)



+32%

in cycling activity (Average January through July bike count in 2022 compared to November 2019)



+18%

in pedestrian activity

(Average January through July pedestrian count in 2022 compared October 2021)



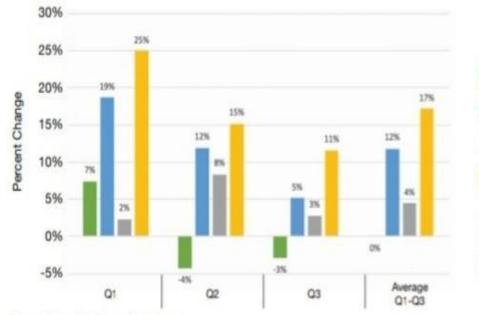
-2 minutes

increase in peak period travel time on the downtown corridor compared to 2019



MOVE Culver City: What did the data show?

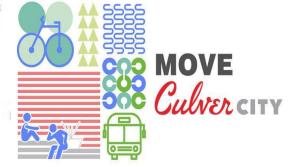




Source: Culver City Finance Department

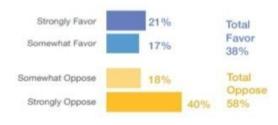


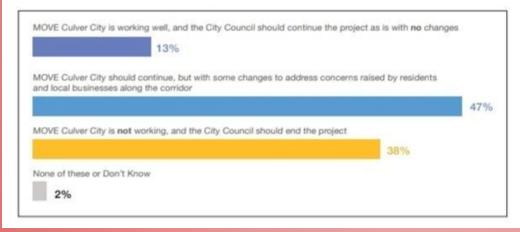
Percent change compares inflation-adjusted sales tax revenue by converting all revenue into September 2022 dollars



MOVE Culver City: What did the City's "survey" show?

About six in ten residents say they are opposed to the project. One in five residents have ridden a bus that serves the corridor, while almost 50% have replaced at least one car trip with a sustainable mode since the project opened. Despite opposition, a clear majority of residents want the project to continue, with most calling for changes that address community concerns. Based on what you have seen, heard, read, or from just my mentioning it, do you favor or oppose the MOVE Culver city Project?







Advocacy: Meet-ups, Rides and Rallies

- Park meet -ups and rallies
- Private meetings with staff and electeds
- Dedicated website and increased social media





SYD KRONENTHAL PARK TO CULVER CITY HALL RIDE AT 6 PM | COUNCIL MEETING AT 7 PM





Advocacy: Testimonials

"I love being able to safely bike with my kids." Lisa-Marie





"The protected bike lanes in downtown Culver City have opened up new mobility possibilities for our family and inspired us to visit downtown far more often."



Advocacy: Call to Action April 24 Council Meeting



Speaker Signup & Talking Points



Demands

- I stand with 32 organizations in urging the City Council to adopt Option One, make the existing Move Culver City configuration permanent without adding any additional lanes for cars, and expand the project to more neighborhoods across the city.
- I demand that the City Council fully comply with CEQA before taking any action to create space for additional vehicle travel lanes including but not limited to removing bus or bike lanes.



Advocacy: April 24 Council Meeting - The Vote



200+ Ride to City Hall

City Hall Rally, Children's Banner

Links: https://keepculvercitymoving.com/

https://www.bikeculvercity.org/

https://www.facebook.com/groups/bikecc

https://moveculvercity.com/

