Move Culver City: Tactical Mobility Lane Pilot

Downtown Corridor Monthly KPI Report | June 2022

Report V1.1 published November 1, 2022

MOVE Culver CITY

Project Background

Move Culver City was started in 2020 by Culver City's Department of Transportation and Department of Public Works to reimagine streets as public space and prioritize moving people over cars on three corridors in Culver City.

In November 2021, Move Culver City implemented mobility lanes in both directions on the 1.3-mile stretch of Culver Blvd and Washington Blvd between La Cienega Ave and Duquesne Blvd: the Downtown Corridor. The mobility lanes provide dedicated street space for sustainable transportation such as cyclists, scooters, and transit in Downtown Culver City and Arts District.

A primary component of the Move Culver City project is monitoring the impacts of the mobility lanes. The purpose of the Monthly KPI Report is to measure the impacts the project has on sustainable transportation growth including bicycle, pedestrian, micromobility, and transit use and operations, while also understanding impacts on vehicle travel times and volumes on and around the corridor.

Data Sources Overview

The Monthly KPI Report utilizes all available and relevant historical data and compares it to current conditions for each transportation mode: transit operations, transit ridership, bicycle volumes, pedestrian volumes, micromobility activity, vehicle volumes, and vehicle travel time.

Due to the drastic changes the COVID-19 pandemic has on our travel patterns, this report looks at two historical data sources when available. Historical data collected before March 2020 is considered Pre-Pandemic conditions. Historical data collected during 2021 is considered Pre-Implementation conditions. Data collected after November 2021 is considered Post-Implementation conditions. Data collected starting January 16, 2022 is considered Post-Implementation conditions, when the corridor re-opened after design changes were made.

Historical and current data sources are listed to the right for each transportation mode being monitored and evaluated monthly in this report. Additional data will be collected for mid-project and post-project evaluations of the Downtown Corridor.

The metrics detailed in this report can be attributed to changes resulting from the project as well as other local and regional changes to travel demand.

Transit Operations

- *Pre-Pandemic*: Feb 2020
- *Pre-Implementation*: Same month in 2021
- *Post-Implementation*: 1/16/2022 to last day of Past Month
- *Source*: Culver CityBus

Transit Ridership

- *Pre-Pandemic:* Sept 2019
- *Pre-Implementation:* Same month in 2021
- *Post-Implementation:* 1/16/2022 to last day of Past Month
- *Source:* Culver CityBus

Transit Operations and Transit Ridership assessment compares past month to the same month in the pre-implementation year to account for seasonality factors.

Vehicle Travel Times

- *Pre-Pandemic:* Sept 2019
- *Pre-Implementation:* Sept 2021
- *Post-Implementation:* 1/16/2022 to last day of Past Month
- *Source:* Waze and INRIX traffic data collected through cell phone activity

Bicycle Volumes

- *Pre-Pandemic:* Nov 2019
- *Post-Implementation:* 1/26/2022 to last day of Past Month
- *Source:* Data collected through video recording and counted manually

Vehicle Volumes

- *Pre-Implementation:* Sept 2021
- *Post-Implementation*: 1/16/2022 to last day of Past Month
- *Source:* GRIDSMART cameras

Micromobility

- *Pre-Implementation*: Same month in 2021
- *Post-Implementation:* 1/16/2022 to last day of Past Month
- *Source:* Populus micromobility trip data provided by Bird and Wheels

Pedestrian Volumes

- *Pre-Implementation*: Sept 2021
- *Post-Implementation:*1/16/2022 to last day of Past Month
- *Source:* GRIDSMART cameras

Move Culver City: Tactical Mobility Lane Pilot

Downtown Corridor Monthly KPI Report #6 | June 2022

Downtown Corridor is Culver Blvd at Duquesne Ave to Washington Blvd at La Cienega Ave

MOVE Culver CITY
It's how we get there.

Move Culver City Downtown Corridor

Active Transportation Users

Average Daily Volumes on Downtown Corridor

265,516 total users since project launch

	Bicycle Volumes	Pedestrian Volumes	Micromobility Trips
June 2022	286	1,462	146
% Change from Pre-Implementation	+6%	+21%	+966%
Total Users Since Project Launch	42,045	205,138	18,333

Culver CityBus Activity

Average Daily activity on Downtown Corridor

130,692 total transit riders since project launch

Ridership		Past Month	% Change from June 2021
CCB1/5/7	*from Duquesne to La Cienega Ave*	850	+22%
Circulator	*from Duquesne to La Cienega Ave*	22	N/A
On-Time Performance			% Change from Pre-Pandemic
CCB1/5/7	*from Duquesne to La Cienega Ave*	90%	+2%
Circulator	*from Duquesne to La Cienega Ave*	N/A	N/A

Vehicle Activity

Weekday AM Peak Hour (8:00 - 9:00 AM)

+4% more vehicles per day

Travel Time	June 2022	% Change from September 2019	% Change from September 2021
Downtown Corridor	5.6 min	-20%	-1%
Jefferson Blvd *from Duquesne to National*	2.8 min	-15%	-8%
Venice Blvd *from Duquesne to La Cienega Ave*	4.4 min	-12%	-13%

Source: Culver CityBus, GRIDSMART, Populus, Waze, INRIX, Manual peak hour counts from video recording
Note: Pre-Implementation data is from November 2019 for bikes, October 2021 for pedestrians, and June 2021 for Micromobility. Project launch in this report is considered January 16, 2022, when the corridor re-opened after design changes were made.

Transit Operations

Local transit service

Culver CityBus
Average Daily On-Time Performance
From Duquesne Ave to La Cienega Ave

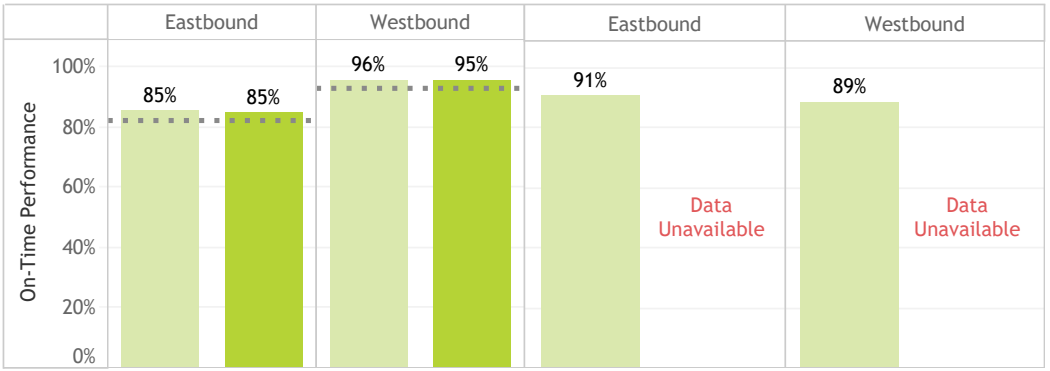
Pre-Pandemic
February 2020

Pre-Implementation
June 2021

Post-Implementation
1/16/2022 - 6/30/2022

Past Month
June 2022

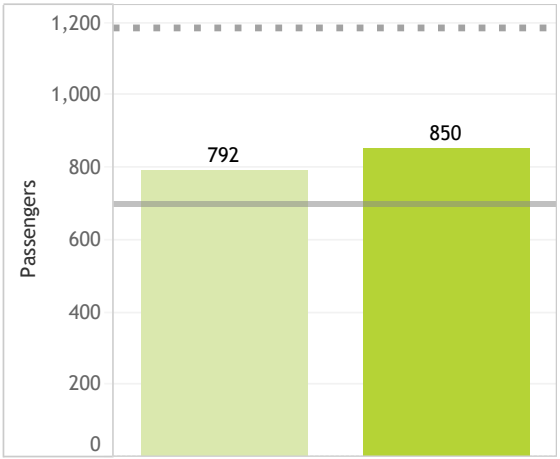
CCB1/CCB5/CCB7



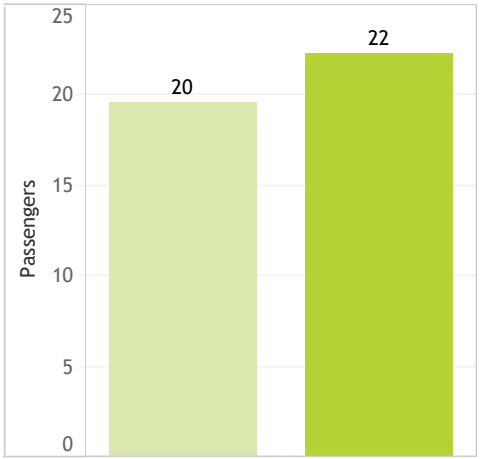
Circulator

Culver CityBus
Average Daily Corridor Ridership
From Duquesne Ave to La Cienega Ave

CCB1/CCB5/CCB7

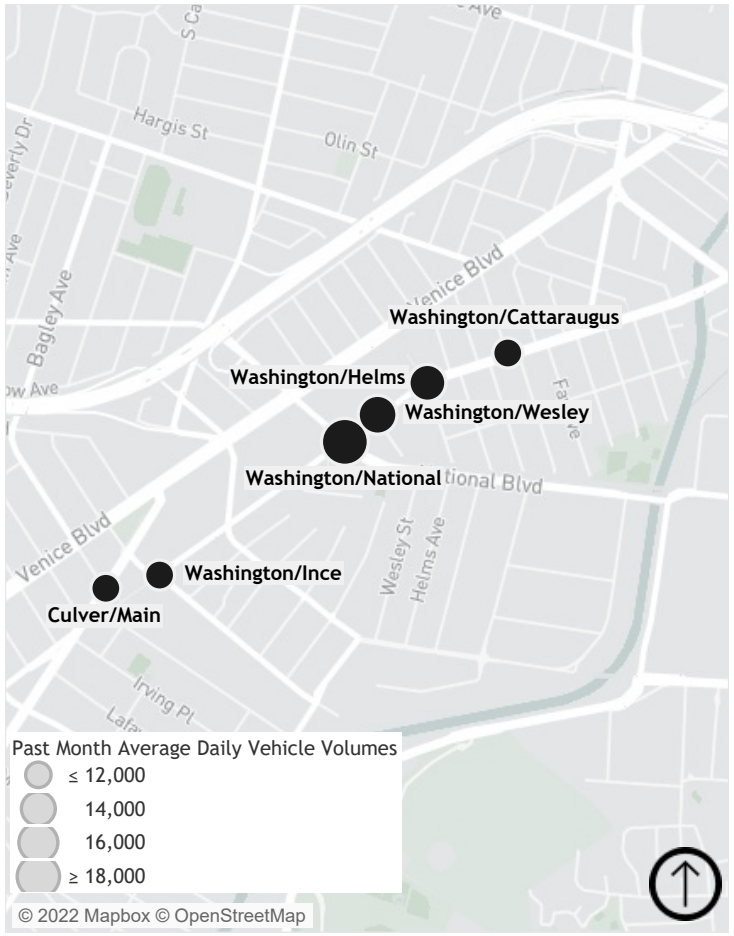


Circulator



Source: Culver CityBus
Note: "Corridor" refers to the Move Culver City Downtown Corridor, between Duquesne Ave and La Cienega Ave. Pre-Pandemic Culver CityBus Ridership from September 2019. Circulator on-time performance is not available as this service is running every 10-15 minutes without a set schedule.

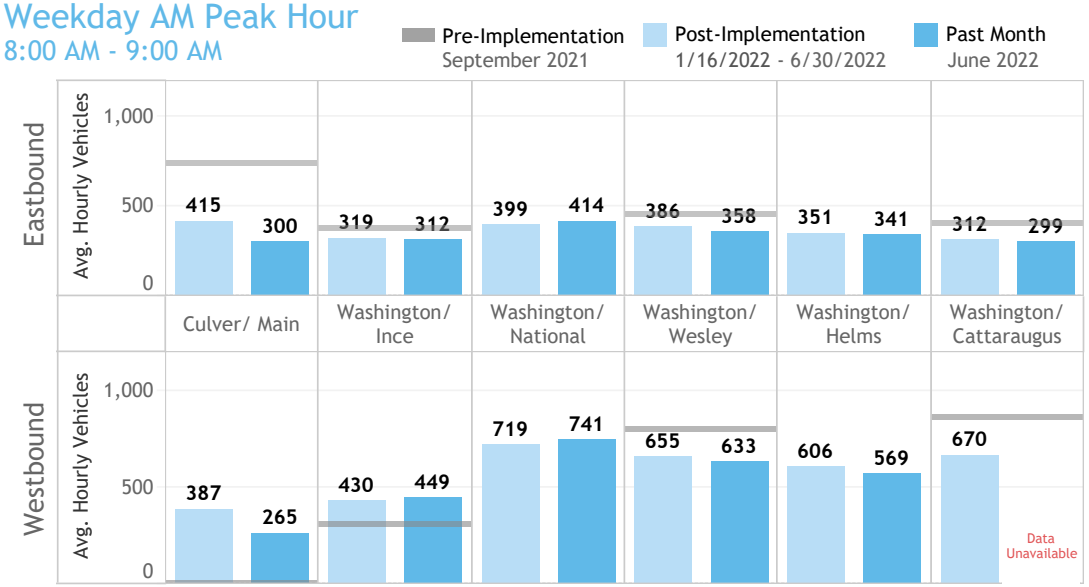
Vehicle Volumes



GRIDSMART camera locations

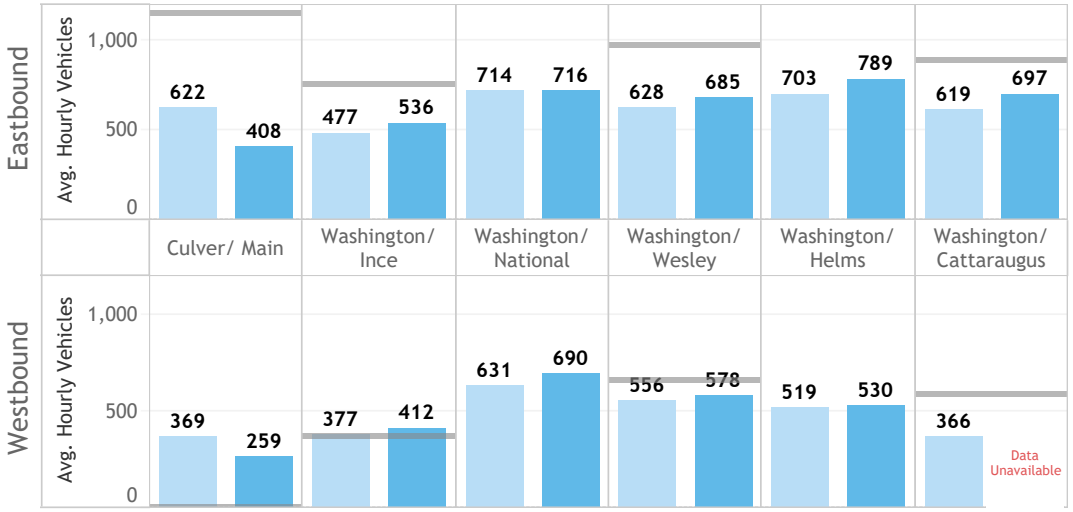
Weekday AM Peak Hour

8:00 AM - 9:00 AM



Weekday PM Peak Hour

4:30 PM - 5:30 PM



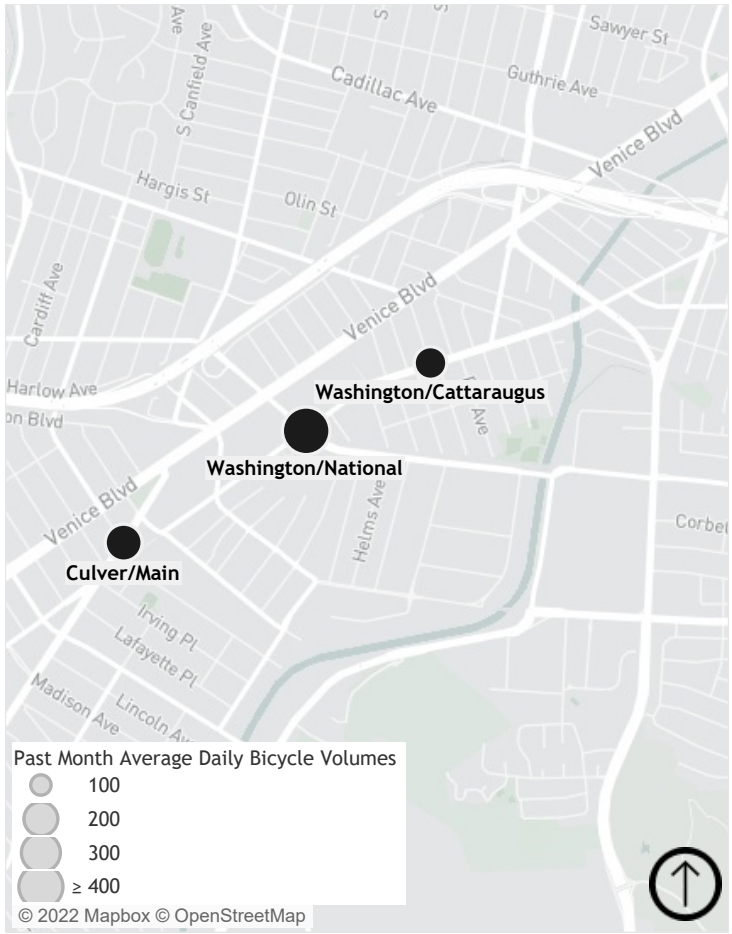
Average Daily Traffic

	Pre-Implementation	Past Month
Weekday	14,236	15,443
Weekend	9,247	11,536

Source: GRIDSMART

Note: Pre-Implementation data unavailable for Washington/National and Washington/Helms. Westbound Culver/Main closed for outdoor dining during Pre-Implementation period. Average Daily Traffic for Pre-Implementation data is an average of four intersections; Past Month data is an average of four intersections excluding Washington/Cattaraugus and Culver/Main. Washington/National excludes 2/19-2/21 data, Culver/Main excludes 6/15-6/16, 6/18-6/29 data, Washington/Cattaraugus excludes 6/1-6/30 westbound data due to camera malfunction.

Bicycle Volumes

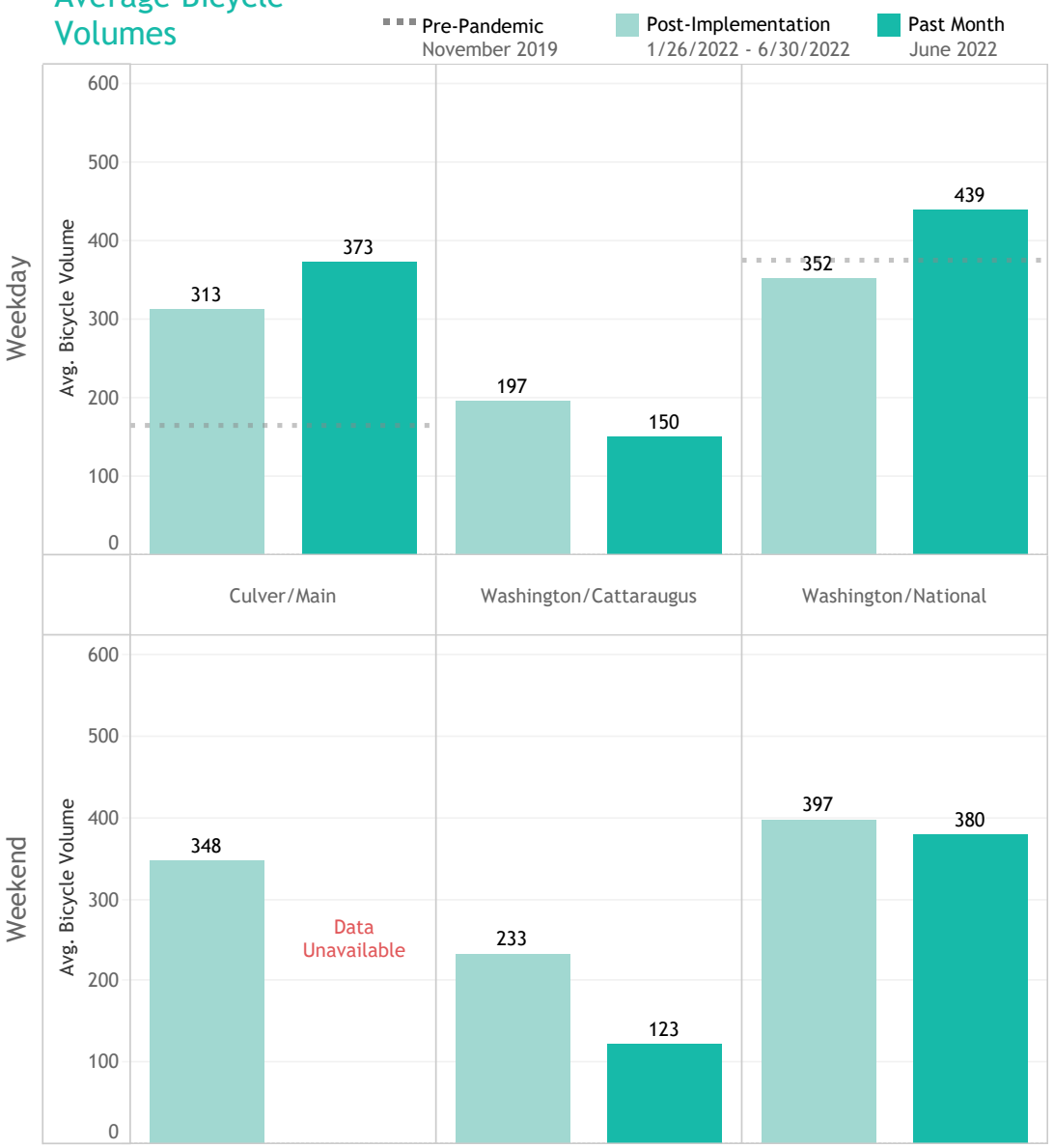


Street camera locations

Average Bicycle Volumes

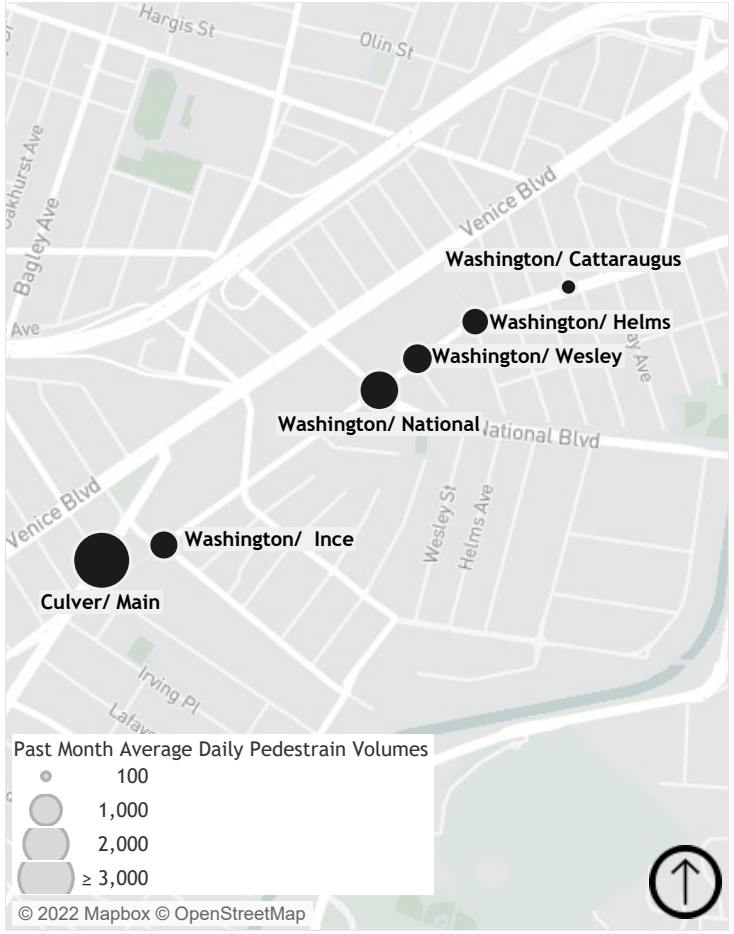
	Pre-Pandemic	Past Month
Weekday	270	320
Weekend	N/A	252

Average Bicycle Volumes



Source: Manual peak hour counts from video recording.
Note: Pre-Pandemic data unavailable on weekends and weekday for Washington/Cattaruagus. Manual data collection for Post-Implementation began 1/26/2022. Average Daily Bicycle Volumes extrapolated from peak hour volumes. Average Bicycle Volumes for Pre-Pandemic data is an average of two intersections; Past Month data is an average of three intersections.

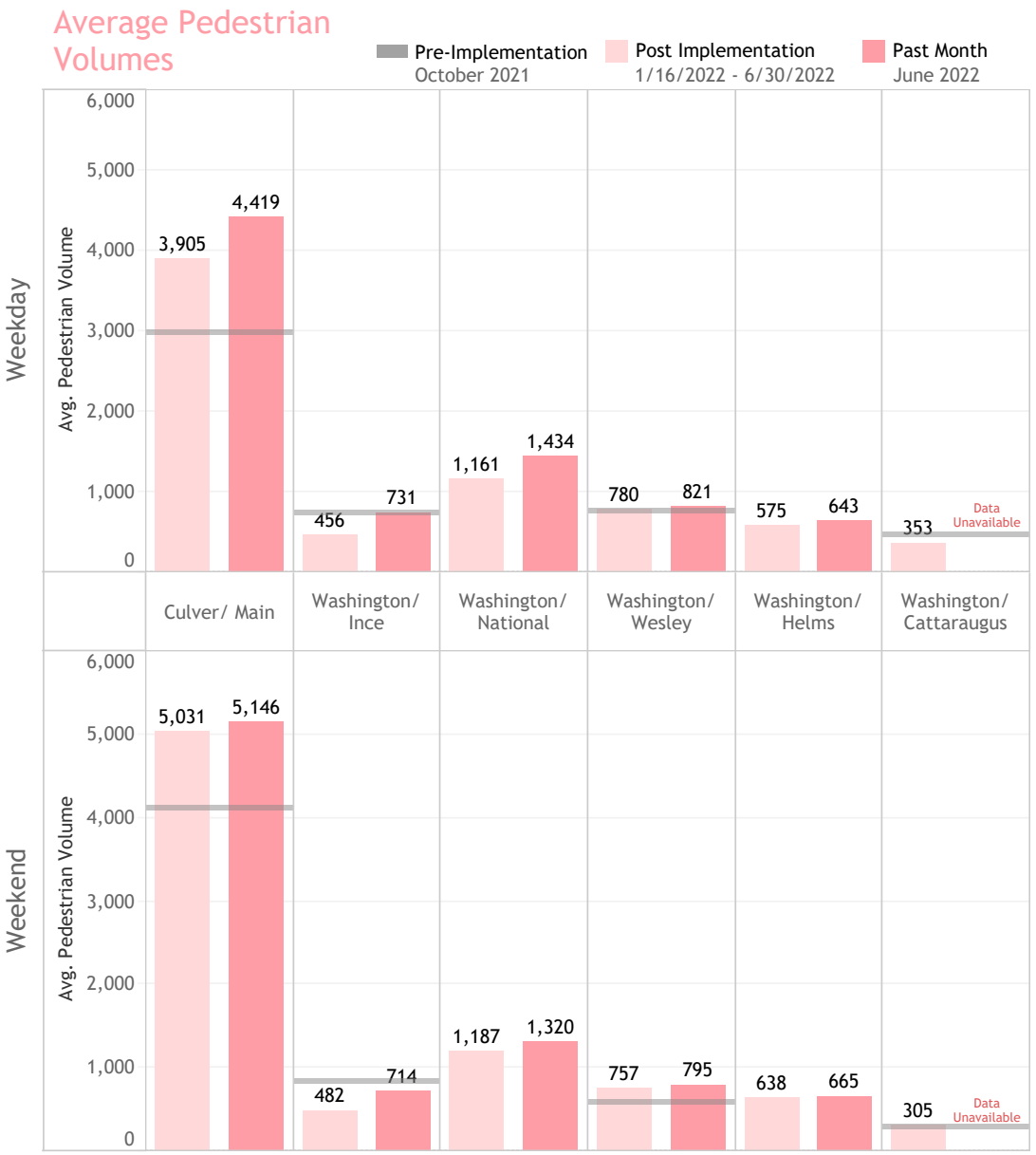
Pedestrian Volumes



GRIDSMART camera locations

Average Pedestrian Volumes

	Pre-Implementation	Past Month
Weekday	1,225	1,448
Weekend	1,570	1,499



Source: GRIDSMART

Note: Pre-Implementation data 10/5/2021 - 10/31/2021. Saturday, 10/9/2021 excluded due to Walk n Roll community event. Average Pedestrian Volumes for Pre-Implementation data is an average of four intersections; Past Month data is an average of six intersections. Washington/National missing data 2/19/22 - 2/21/22, Culver/Main missing data 6/19/22-6/28/22, and Washingtyon/Cattaraugus missing data 6/1/22 - 6/30/22 due to camera malfunction; Daily averages exclude missing days.

Vehicle Travel Time

Key vehicle routes

Weekday AM Peak Hour
8:00 AM - 9:00 AM

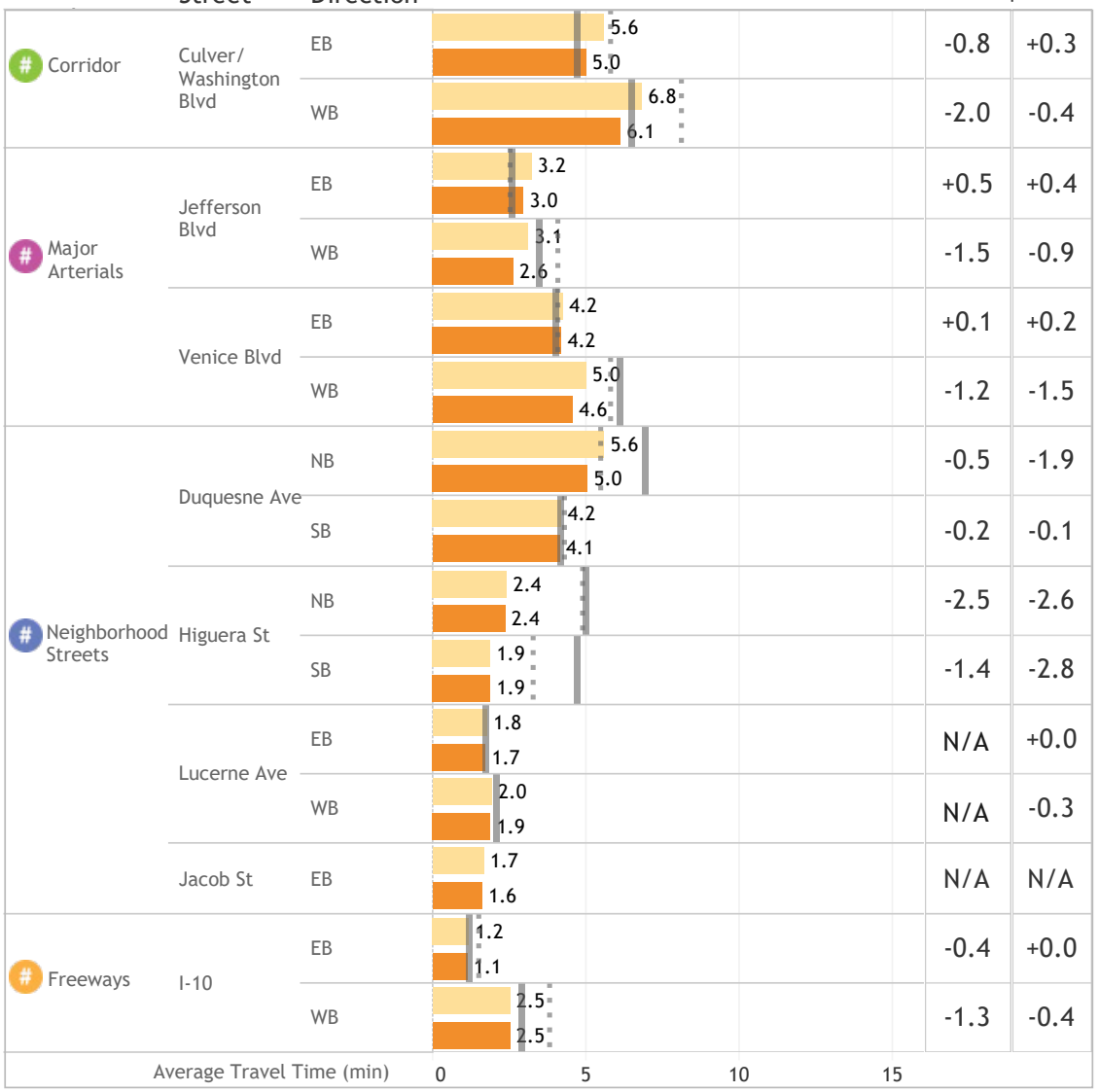
Pre-Pandemic
September 2019

Post-Implementation
1/16/2022 - 6/30/2022

Past Month
June 2022

Pre-Implementation
September 2021

	Street	Direction	Min. Change from 2019	Min. Change from 2021
# Corridor	Culver/ Washington Blvd	EB	-0.8	+0.3
		WB	-2.0	-0.4
# Major Arterials	Jefferson Blvd	EB	+0.5	+0.4
		WB	-1.5	-0.9
	Venice Blvd	EB	+0.1	+0.2
		WB	-1.2	-1.5
# Neighborhood Streets	Duquesne Ave	NB	-0.5	-1.9
		SB	-0.2	-0.1
	Higuera St	NB	-2.5	-2.6
		SB	-1.4	-2.8
	Lucerne Ave	EB	N/A	+0.0
		WB	N/A	-0.3
	Jacob St	EB	N/A	N/A
# Freeways	I-10	EB	-0.4	+0.0
		WB	-1.3	-0.4



Source: Waze, INRIX
Note: "Corridor" refers to the Move Culver City Downtown Corridor, between Duquesne Ave and La Cienega Ave. Min change is compared to Past Month.

Vehicle Travel Time

Key vehicle routes

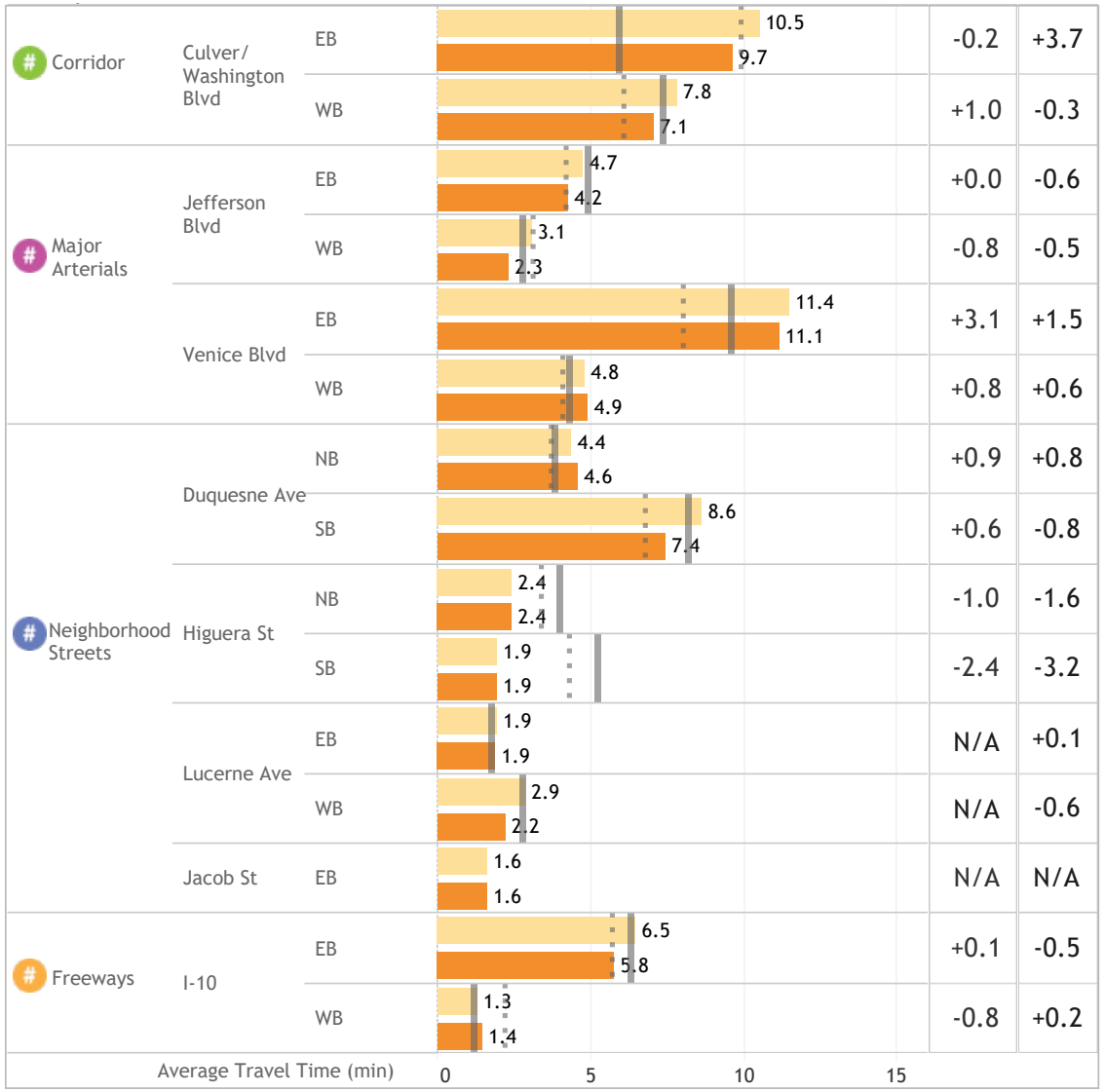
Weekday PM Peak Hour
4:30 PM - 5:30 PM

Pre-Pandemic
September 2019

Post-Implementation
1/16/2022 - 6/30/2022

Past Month
June 2022

Pre-Implementation
September 2021

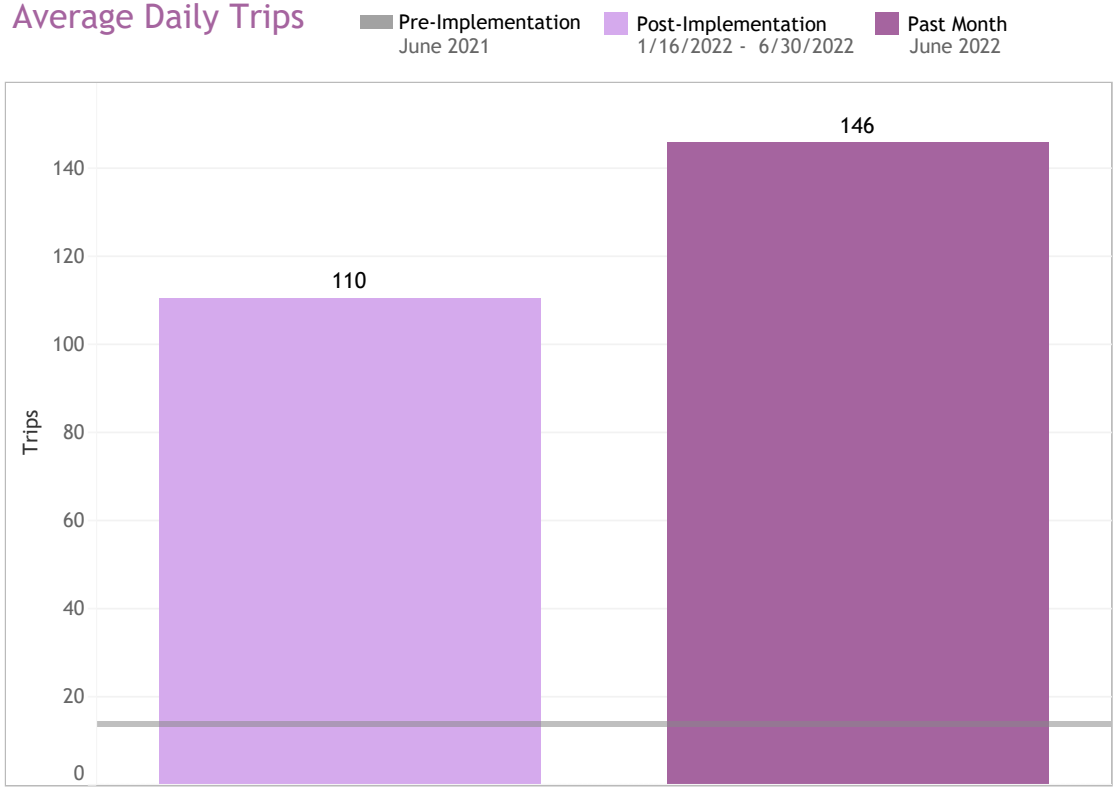


Source: Waze, INRIX
Note: "Corridor" refers to the Move Culver City Downtown Corridor, between Duquesne Ave and La Cienega Ave. Min change is compared to Past Month.

Shared Micromobility Activity

Move Culver City Study Area

Average Daily Trips



Study Area Metrics

	Pre-Implementation	Post-Implementation	Past Month	% Change
Total Monthly Trips	410	18,333	4,369	+966%
Average Daily Trips Originating in Study Area	11	79	100	+813%

Source: Populus
Note: Wheels service active August 2021 to Present. Bird service active July 2018 to March 2020 and November 2021 to Present. % Change is from Pre-Implementation to Past Month.