

## Move Culver City: Tactical Mobility Lane Pilot

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Downtown Corridor Monthly KPI Report | August 2022

*Report V1.1 published November 1, 2022*

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

### 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

### 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

### Vehicle Volumes

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

### Pedestrian Volumes

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

### 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

### 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

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Downtown Corridor Monthly KPI Report #8 | August 2022

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

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It's how we get there.



Move Culver City Downtown Corridor



## Active Transportation Users

Average Daily Volumes on Downtown Corridor

384,573 total users since project launch

	Bicycle Volumes	Pedestrian Volumes	Micromobility Trips
August 2022	413	1,464	147
% Change from Pre-Implementation	+53%	+21%	+1000%
Total Users Since Project Launch	67,279	290,060	27,234



## Culver CityBus Activity

Average Daily activity on Downtown Corridor

183,142 total transit riders since project launch

Ridership		Past Month	% Change from August 2021
CCB1/5/7	from Duquesne to La Cienega Ave	961	+25%
Circulator	from Duquesne to La Cienega Ave	44	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)

3% more vehicles per day

Travel Time	August 2022	% Change from September 2019	% Change from September 2021
Downtown Corridor	6.0 min	-14%	+7%
Jefferson Blvd from Duquesne to National	2.8 min	-15%	-8%
Venice Blvd from Duquesne to La Cienega Ave	4.6 min	-8%	-10%

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 August 2021 for Micromobility. Project launch in this report is considered January 16, 2022, when the corridor re-opened after design changes were made. Washington/Ince excluded from % more vehicles calculation due to camera malfunction.

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# Transit Operations



Local transit service



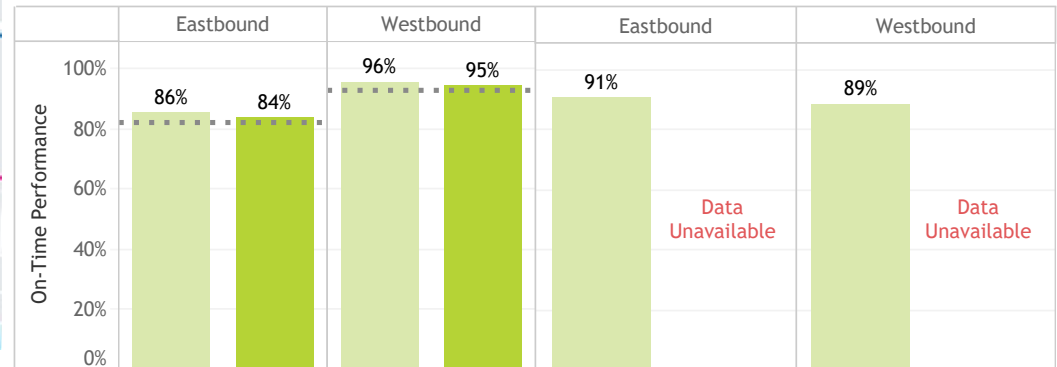
Source: Culver CityBus

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.

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

Pre-Pandemic February 2020  
Post-Implementation 1/16/2022 - 8/31/2022  
Pre-Implementation August 2021  
Past Month August 2022

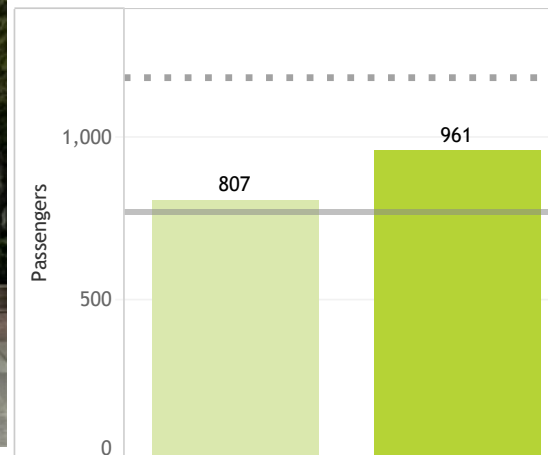
### CCB1/CCB5/CCB7



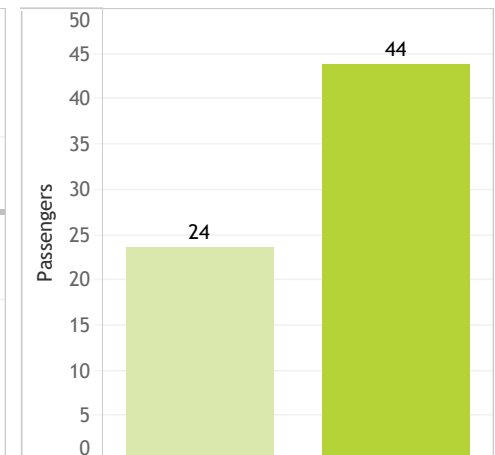
### Circulator

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

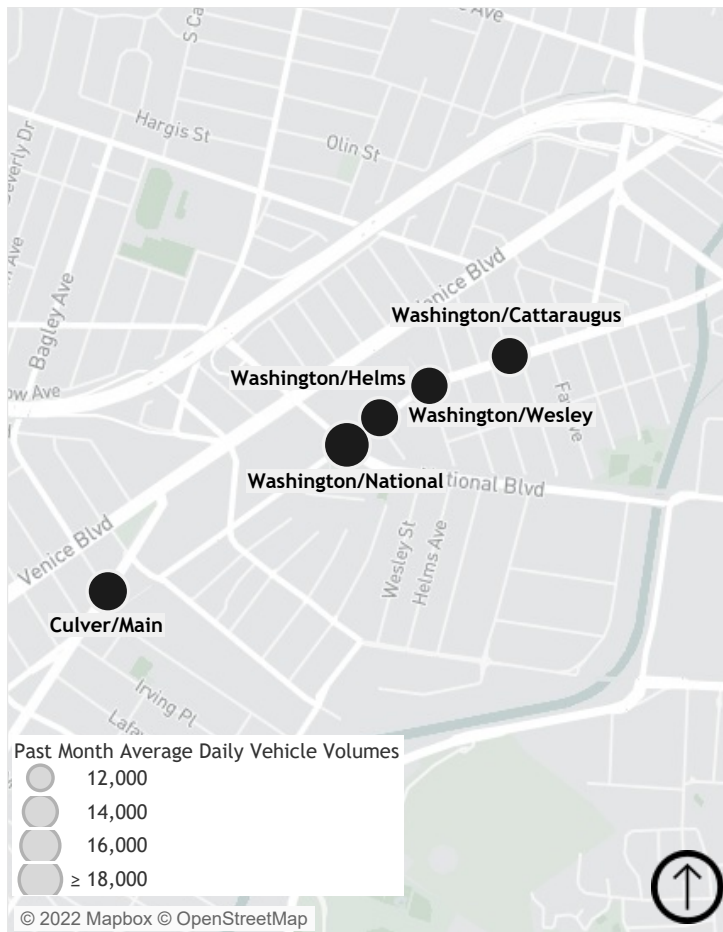
### CCB1/CCB5/CCB7



### Circulator



# Vehicle Volumes



GRIDSMART camera locations

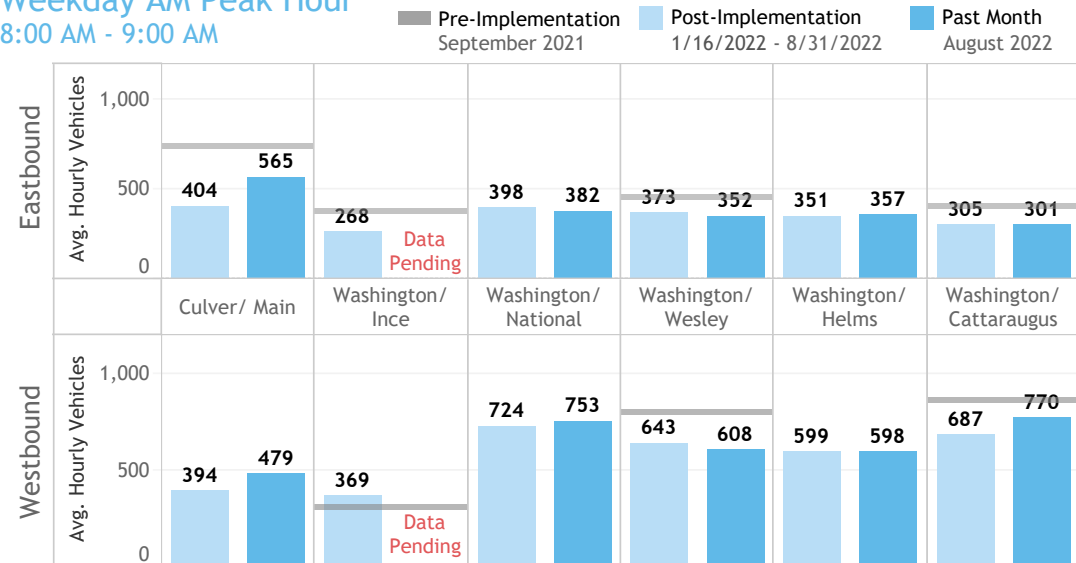
## Average Daily Traffic

	Pre-Implementation	Past Month
Weekday	14,236	16,272
Weekend	9,247	12,132

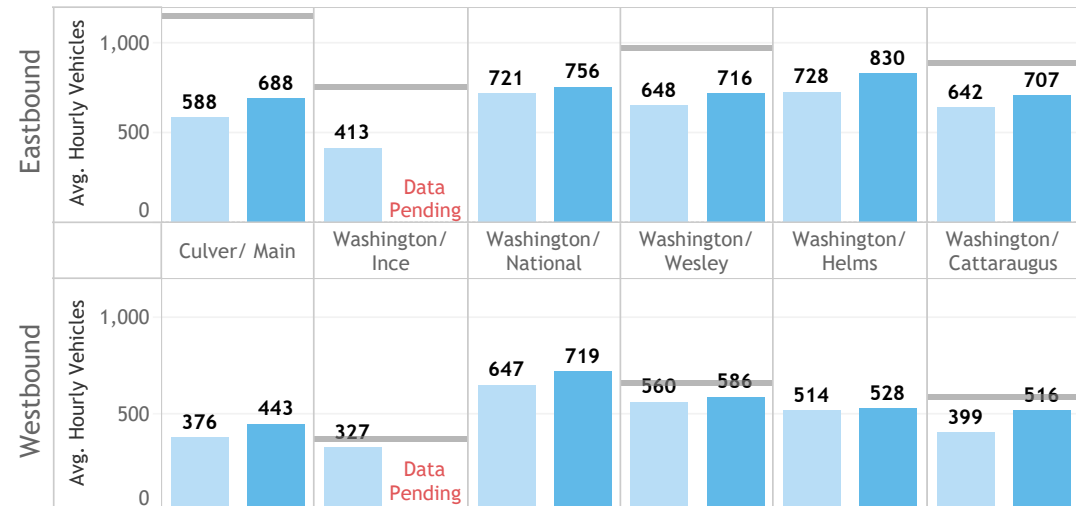
Source: GRIDSMART

**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 five intersections. Washington/National excludes 2/19-2/21 and Culver/Main excludes 7/2-7/20 data due to camera malfunction. Past month Washington/Ince excluded due to camera malfunction. Washington/Ince excluded from average daily traffic calculations.

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

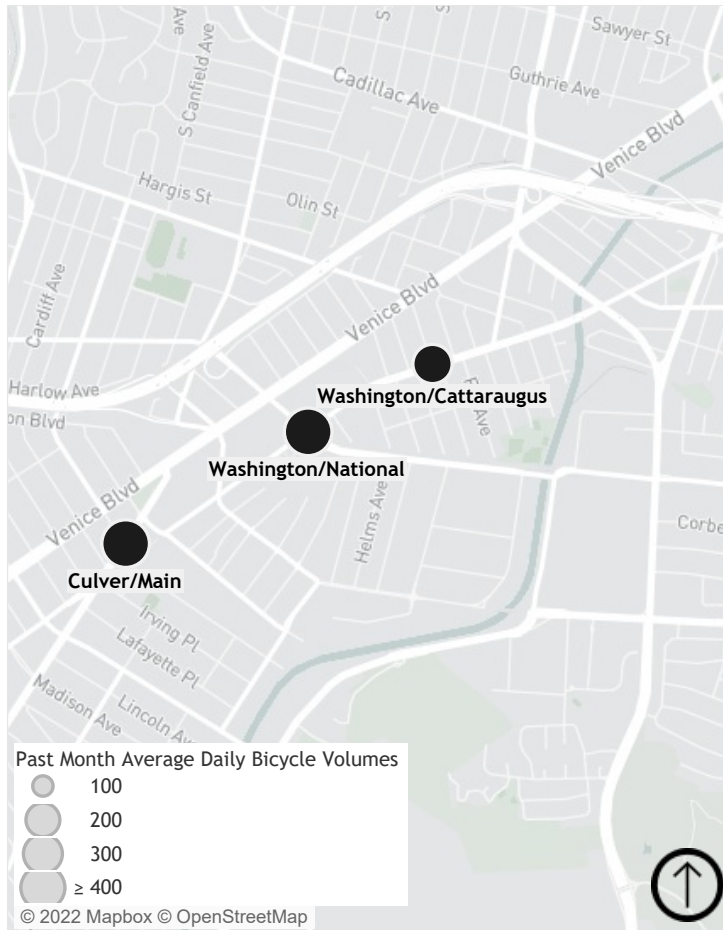


## Weekday PM Peak Hour 4:30 PM - 5:30 PM





# Bicycle Volumes



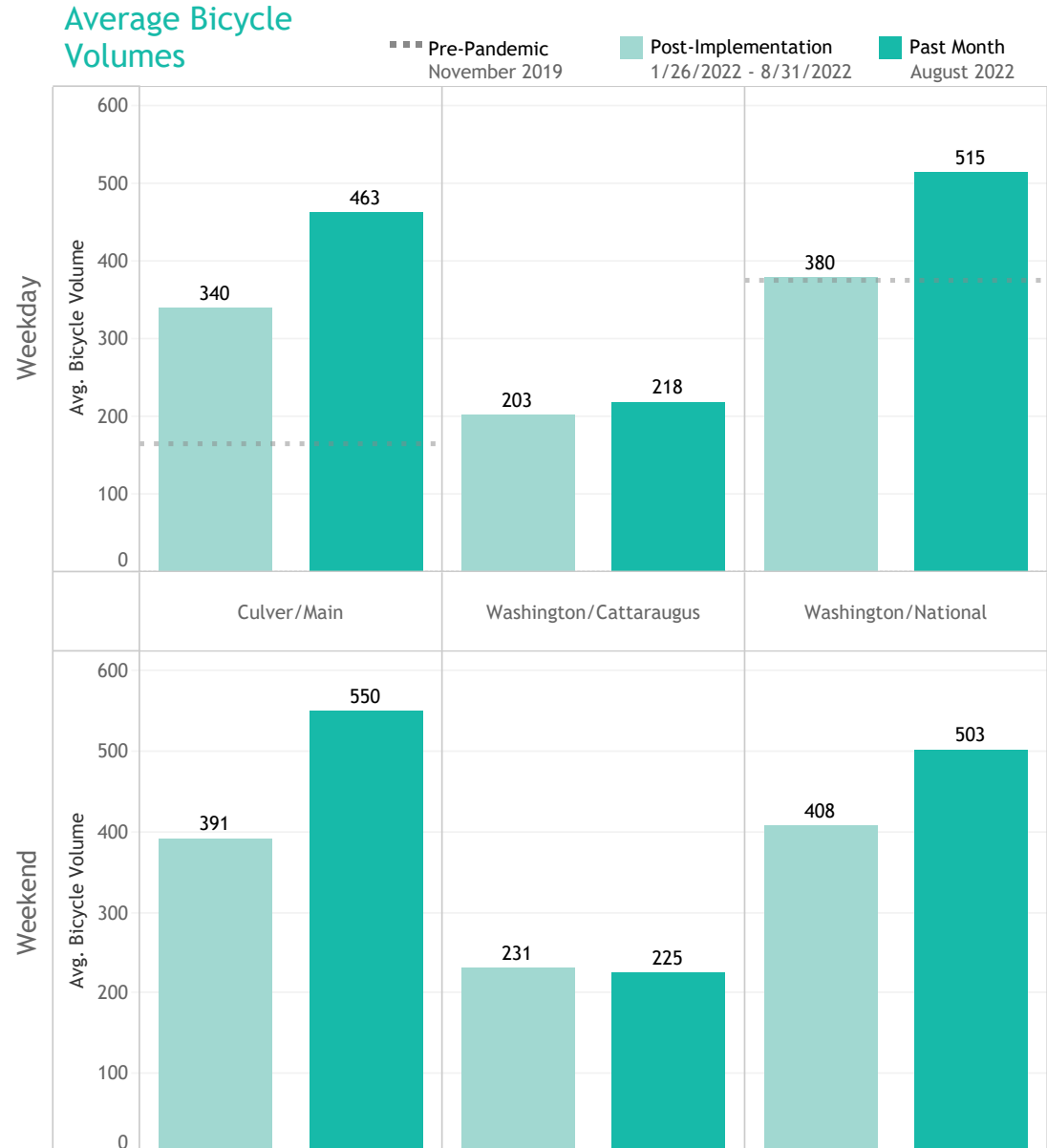
Street camera locations

## Average Bicycle Volumes

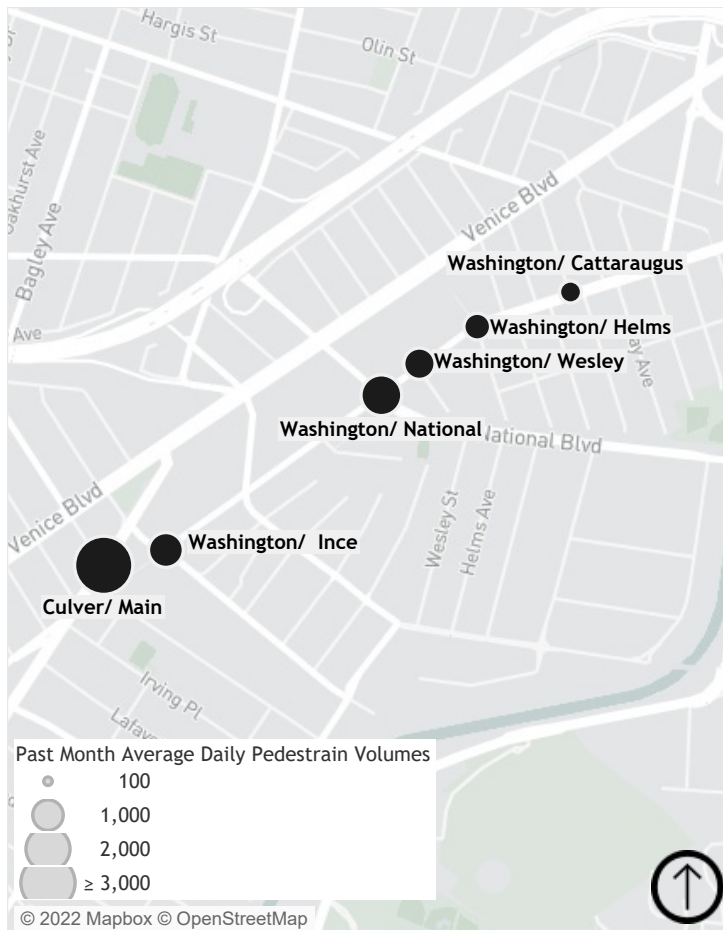
	Pre-Pandemic	Past Month
Weekday	270	399
Weekend	N/A	426

Source: Manual peak hour counts from video recording.

Note: Pre-Pandemic data unavailable on weekends and weekday for Washington/Cattaraugus. 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

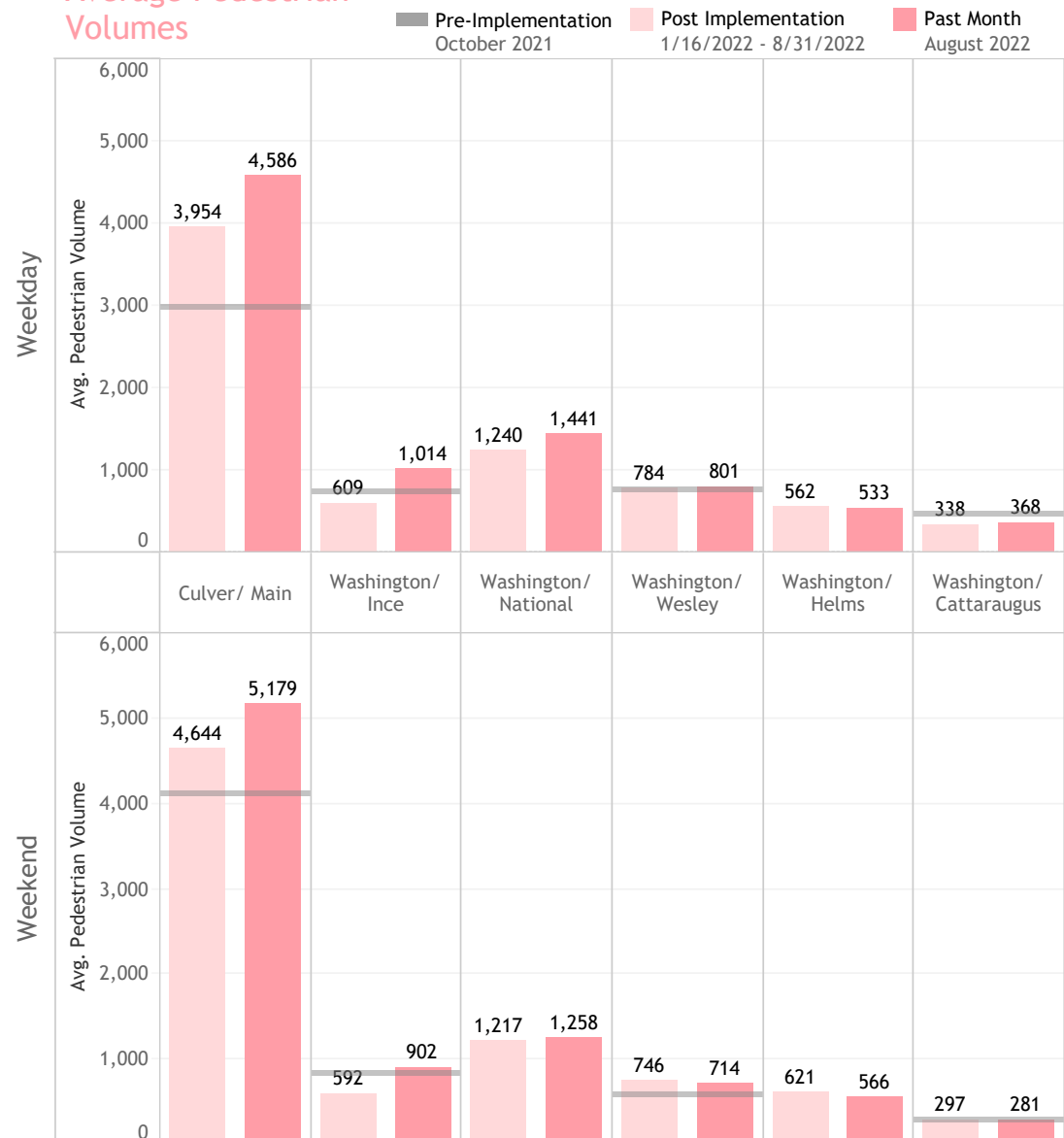
## Average Pedestrian Volumes

	Pre-Implementation	Past Month
Weekday	1,225	1,457
Weekend	1,570	1,483

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. Culver/Main missing data 6/19/22-6/28/22, 7/2/22-7/20/22, Washington Cattaraugus missing data 6/1/22-6/30/22, Washington/National excludes 2/19/22 - 2/21/22; daily averages exclude missing days.

## Average Pedestrian Volumes



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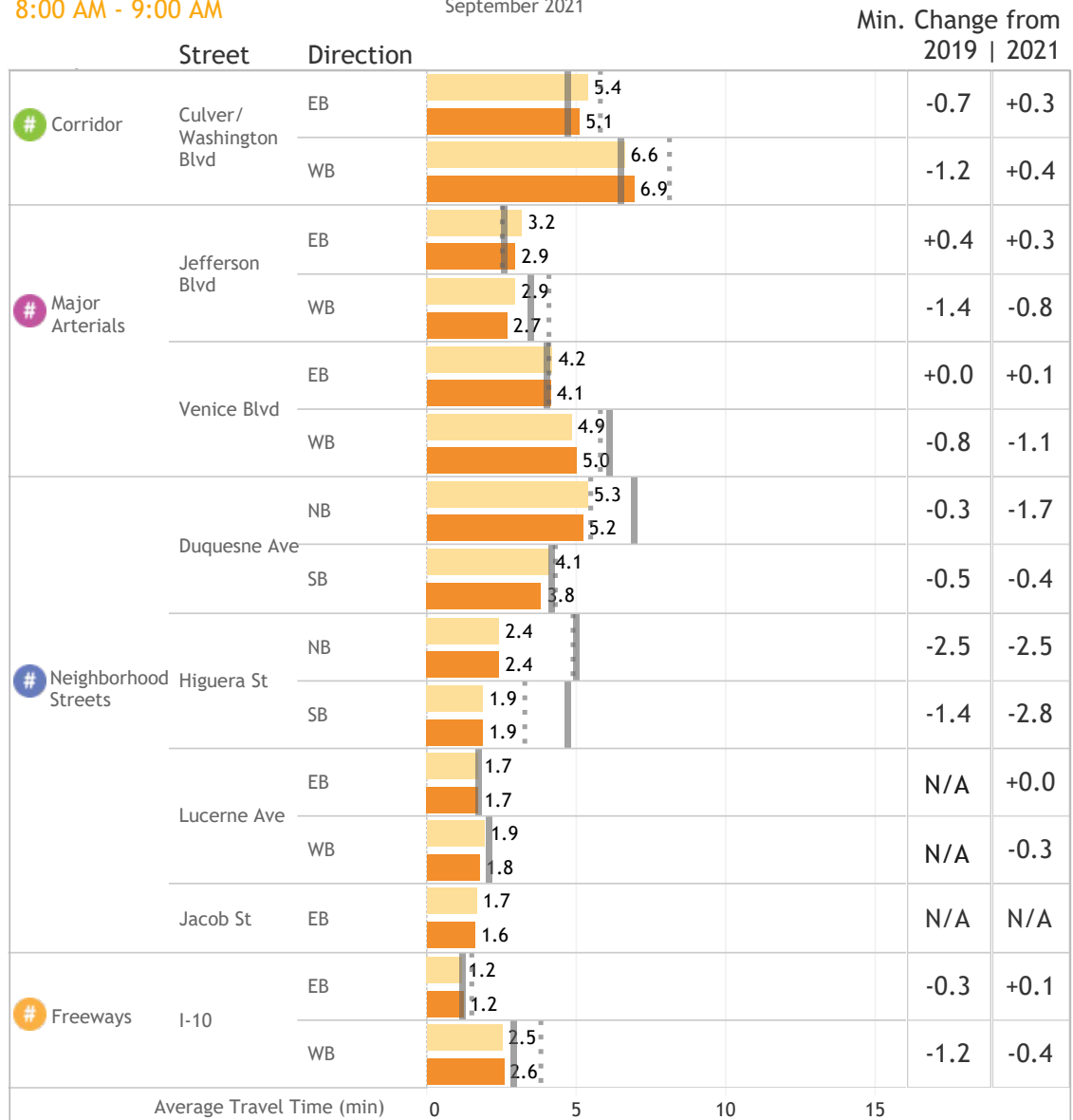
# Vehicle Travel Time



Key vehicle routes

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

■ Pre-Pandemic  
September 2019  
■ Post-Implementation  
1/16/2022 - 8/31/2022  
■ Past Month  
August 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.

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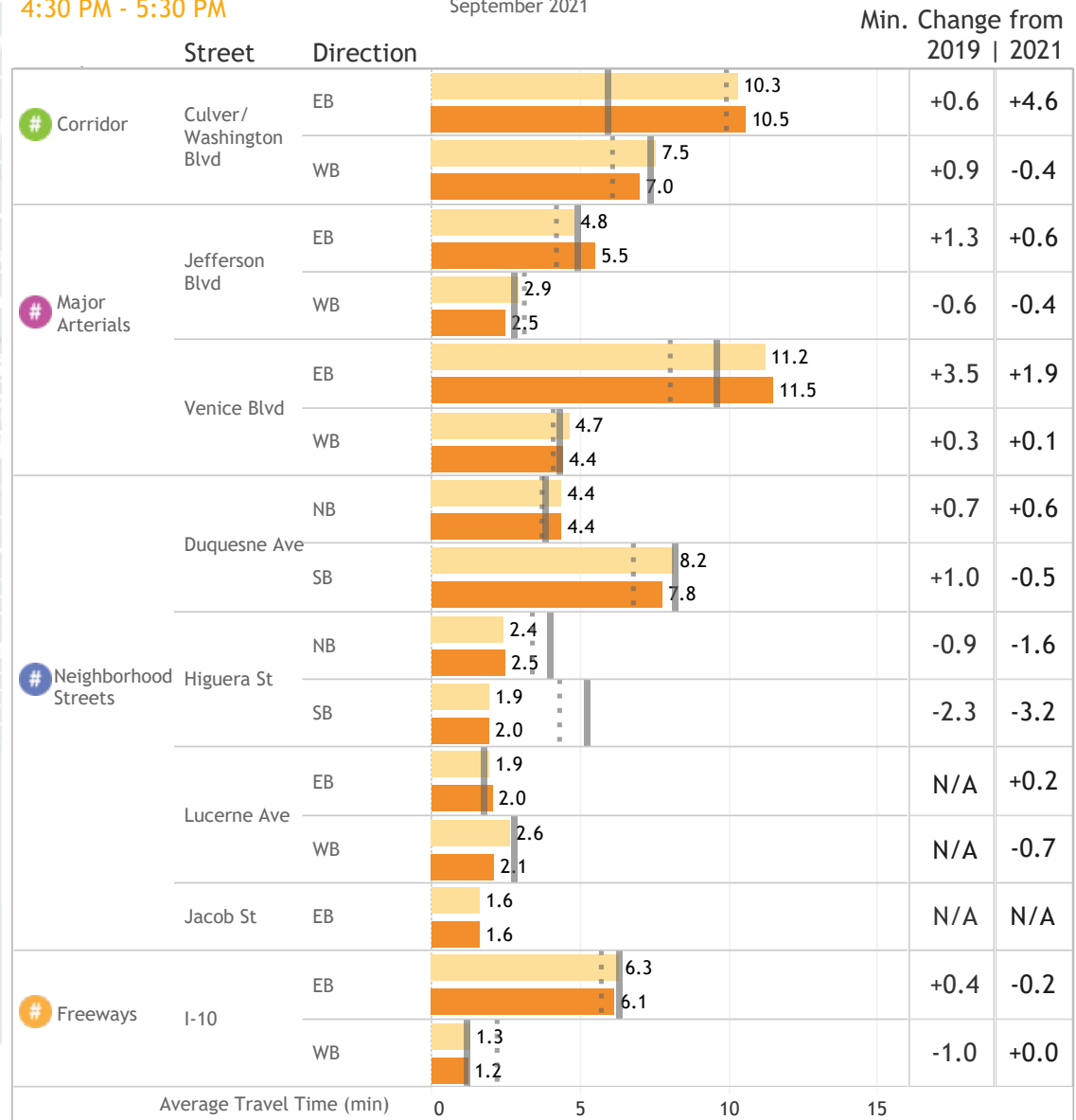
# Vehicle Travel Time



Key vehicle routes

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

■■■ Pre-Pandemic September 2019  
 ■ Post-Implementation 1/16/2022 - 8/31/2022  
 ■ Past Month August 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.

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# Shared Micromobility Activity



Move Culver City Study Area



## Average Daily Trips



## Study Area Metrics

	Pre-Implementation	Post-Implementation	Past Month	% Change
Total Monthly Trips	284	27,234	4,551	+1,000%
Average Daily Trips Originating in Study Area	8	85	103	+1,000%

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.