

**2015 Q1 Quarterly Mobility Statistics  
District 7**

Measure	Graph	Percentage Change									
<b>Vehicle Miles of Travel (VMT)</b>	<p>Miles (Billions)</p> <table border="1"> <tr><th>Year</th><th>Q1</th><th>Q4</th><th>Q1</th></tr> <tr><td>2014</td><td>8.7</td><td>8.9</td><td>8.9</td></tr> </table>	Year	Q1	Q4	Q1	2014	8.7	8.9	8.9	Over one year ago	Over last quarter
Year	Q1	Q4	Q1								
2014	8.7	8.9	8.9								
		2.4% ↑	-0.6% ↓								
<b>Total Vehicle Hours of Delay (VHD) at 35 mph</b>	<p>Hours (Millions)</p> <table border="1"> <tr><th>Year</th><th>Q1</th><th>Q4</th><th>Q1</th></tr> <tr><td>2014</td><td>10.1</td><td>14</td><td>13.7</td></tr> </table>	Year	Q1	Q4	Q1	2014	10.1	14	13.7	Over one year ago	Over last quarter
Year	Q1	Q4	Q1								
2014	10.1	14	13.7								
		36.5% ↑	-1.7% ↓								
<b>Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 35 mph</b>	<p>Hours (Thousands)</p> <table border="1"> <tr><th>Year</th><th>Q1</th><th>Q4</th><th>Q1</th></tr> <tr><td>2014</td><td>146</td><td>196</td><td>195</td></tr> </table>	Year	Q1	Q4	Q1	2014	146	196	195	Over one year ago	Over last quarter
Year	Q1	Q4	Q1								
2014	146	196	195								
		33.2% ↑	-0.6% ↓								
<b>Total Vehicle Hours of Delay (VHD) at 60 mph</b>	<p>Hours (Millions)</p> <table border="1"> <tr><th>Year</th><th>Q1</th><th>Q4</th><th>Q1</th></tr> <tr><td>2014</td><td>23</td><td>29.2</td><td>29.3</td></tr> </table>	Year	Q1	Q4	Q1	2014	23	29.2	29.3	Over one year ago	Over last quarter
Year	Q1	Q4	Q1								
2014	23	29.2	29.3								
		27.8% ↑	0.6% ↑								
<b>Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 60 mph</b>	<p>Hours (Thousands)</p> <table border="1"> <tr><th>Year</th><th>Q1</th><th>Q4</th><th>Q1</th></tr> <tr><td>2014</td><td>328</td><td>403</td><td>409</td></tr> </table>	Year	Q1	Q4	Q1	2014	328	403	409	Over one year ago	Over last quarter
Year	Q1	Q4	Q1								
2014	328	403	409								
		24.8% ↑	1.5% ↑								

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Measure	Graph	Percentage Change	
Average Vehicle Hours of Delay by Day of Week at 60 mph		Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter
		-	Tuesday -10.8%
		Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Weekdays		Largest Magnitude Weekday Decrease over one year ago	Largest Magnitude Weekday Decrease over last quarter
		-	6 PM -7.8%
		Largest Magnitude Weekday Increase over one year ago	Largest Magnitude Weekday Increase over last quarter
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Saturdays		Largest Magnitude Saturday Decrease over one year ago	Largest Magnitude Saturday Decrease over last quarter
		11 PM -12.4%	6 PM -18.3%
		Largest Magnitude Saturday Increase over one year ago	Largest Magnitude Saturday Increase over last quarter
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Sundays/Holidays		Largest Magnitude Sun./Holiday Decrease over one year ago	Largest Magnitude Sun./Holiday Decrease over last quarter
		7 AM -18.6%	7 AM -72.9%
		Largest Magnitude Sun./Holiday Increase over one year ago	Largest Magnitude Sun./Holiday Increase over last quarter
		3 PM 33.2%	4 PM 5.2%
		4 PM 81.9%	2 PM 39.4%
		3 PM 69.5%	3 PM 23.4%

**2015 Q1 Quarterly Mobility Statistics  
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Measure	Graph	Percentage Change	
Total Vehicle Hours of Delay (VHD) by County at 35 mph		Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter
		-	Los Angeles -2.3%
		Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter
		Los Angeles 34.8%	Ventura 25.6%
Average Non-Holiday Weekday Equivalent Lost Lane Mile Hours at 35 mph		Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter
		-	PM Peak -3.3%
		Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter
		PM Peak 30.5%	AM Peak 2.3%
Average Number of Good and Bad Detectors		Change in Good over one year ago	Change in Good over last quarter
		-3%	-3%
		Change in Bad over one year ago	Change in Bad over last quarter
		5%	7%

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Congestion by Route												
Route	County	Vehicle Hours of Delay at 35 mph			Difference 2015 Q1-2014 Q1		Difference 2015 Q1-2014 Q4		Rank			
		2014 Q1	2014 Q4	2015 Q1	Absolute	Percentage	Absolute	Percentage	2014 Q1	2014 Q4	2015 Q1	
I-10	Los Angeles	1,307,748	1,944,763	1,991,006	683,258	52.2%	46,244	2.4%	3	2	1	
I-405	Los Angeles	1,711,584	2,141,124	1,921,938	210,353	12.3%	-219,187	-10.2%	1	1	2	
US-101	Los Angeles	1,609,709	1,879,247	1,887,195	277,485	17.2%	7,948	0.4%	2	3	3	
I-5	Los Angeles	1,093,310	1,403,813	1,215,572	122,262	11.2%	-188,241	-13.4%	4	4	4	
I-110	Los Angeles	744,867	1,065,357	1,121,357	376,490	50.5%	56,000	5.3%	5	6	5	
I-210	Los Angeles	607,678	1,135,255	1,071,990	464,313	76.4%	-63,265	-5.6%	6	5	6	
SR-60	Los Angeles	408,616	765,960	924,007	515,391	126.1%	158,048	20.6%	8	7	7	
I-605	Los Angeles	488,351	694,853	691,791	203,440	41.7%	-3,062	-0.4%	7	8	8	
I-105	Los Angeles	392,636	530,608	537,316	144,680	36.8%	6,708	1.3%	9	9	9	
SR-91	Los Angeles	341,073	483,948	419,270	78,197	22.9%	-64,679	-13.4%	10	10	10	
SR-57	Los Angeles	242,236	389,361	386,974	144,739	59.8%	-2,387	-0.6%	12	11	11	
US-101	Ventura	107,124	251,661	348,703	241,579	225.5%	97,042	38.6%	15	14	12	
I-710	Los Angeles	301,113	288,060	305,667	4,555	1.5%	17,608	6.1%	11	13	13	
SR-134	Los Angeles	164,367	315,545	257,428	93,061	56.6%	-58,117	-18.4%	14	12	14	
SR-170	Los Angeles	194,431	236,616	220,015	25,584	13.2%	-16,601	-7.0%	13	15	15	
SR-14	Los Angeles	106,377	143,380	140,563	34,187	32.1%	-2,816	-2.0%	16	16	16	
SR-118	Los Angeles	67,150	94,471	86,938	19,789	29.5%	-7,532	-8.0%	17	17	17	
SR-71	Los Angeles	47,632	62,578	78,562	30,931	64.9%	15,984	25.5%	19	19	18	
SR-2	Los Angeles	63,582	70,301	71,377	7,795	12.3%	1,076	1.5%	18	18	19	
SR-23	Ventura	25,762	25,190	27,100	1,338	5.2%	1,910	7.6%	20	21	20	
SR-118	Ventura	22,596	33,439	13,985	-8,611	-38.1%	-19,455	-58.2%	21	20	21	
SR-47	Los Angeles	1,967	1,706	3,507	1,540	78.3%	1,802	105.6%	22	22	22	
SR-90	Los Angeles	323	229	841	518	160.1%	612	266.8%	23	23	23	
<b>TOTALS</b>		<b>10,050,232</b>	<b>13,957,463</b>	<b>13,723,103</b>	<b>3,672,871</b>	<b>36.5%</b>	<b>-234,360</b>	<b>-1.7%</b>				

SR-90 Los Angeles Delay in 2015-Q1 compared to 2014-Q4 has a high % increase is relative to the low 2014-Q4 delay.

Also same reason goes for the 2015-Q1 to 2014-Q1 comparison

US-101 Ventura Delay in 2015-Q1 compared to 2014-Q1 has a high % increase is related to the HOV project.

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