

District 07 Mobility Performance Report

2015 Second Quarter

DEPARTMENT OF TRANSPORTATION

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: Ashraf Armanious

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EXECUTIVE SUMMARY

Overview

Caltrans District 7 contains two counties located in coastal southern California: Los Angeles and Ventura Counties. Both counties are urban counties, with Los Angeles as the most populous county in the United States at almost 10 million residents and Ventura County with 800,000 residents. Although these are urban counties, they do contain a large amount of sparsely populated National Forest and National Recreation Area land.

The Mobility Performance quarterly analysis compares information with over a year ago and over last quarter in the following performance measures:

- Vehicle Miles of Travel (VMT)
- Vehicle Hours of Delay (VHD), Bottleneck Locations
- Lost Lane Miles (equivalent lost productivity)
- Detector Health

This information is based on data collected every day of the quarter, twenty-four hours a day, by automated vehicle detector stations deployed on urban-area freeways where congestion is regularly experienced. The MPR presents congestion information at two speed thresholds: delay from vehicles traveling below 35 miles per hour (mph), and delay from vehicles traveling below 60 mph. The delay at the 35 mph threshold represents severe congestion while delay at 60 mph represents all congestion, both light and heavy. These thresholds are set by Caltrans and are based upon engineering experience and District input.

FINDINGS

In the second quarter, total delay equaled 13.4 million vehicle hours of delay (VHD) at the 35 mph speed threshold, and 29.3 million VHD at the 60 mph threshold. The average weekday delay experienced in this quarter was approximately 181 thousand VHD at 35 mph, and 390 thousand VHD at 60 mph.

Top Ten Bottlenecks for the Quarter 2

Fwy	Location	Shift	Abs PM	CA PM	# Days Active	Avg Extent (Miles)	Total Delay (veh-hrs)	Total Duration (mins)
I210-E	AZUSA 2	PM	39.999	R39.71	64	6.0	221,678	13245
I405-S	LUCERNE ST	PM	33.802	10.03	64	5.2	220,265	14345
I405-S	HOWARD HUGHES PKWY	PM	48.672	24.9	61	4.9	204,538	13970
SR57-N	N/O PATHFINDER	PM	15.797	R3.98	64	4.1	165,196	17175
US101-N	LANKERSHIM	PM	11.388	10.04	63	4.5	163,134	14895
I5-N	RIVERSIDE	PM	137.733	21.1	64	6.2	157,785	11190
US101-S	GLENDALE	PM	3.908	2.56	64	4.1	147,509	12590
I5-S	GARNISH	PM	124.37	7.8	45	7.2	145,281	9105
I605-S	FLORENCE	PM	11.216	R9.164	64	4.7	144,731	12730

Quarterly Mobility Statistics

Measure	Graph	Percentage Change							
Vehicle Miles of Travel (VMT)	<p>Miles (Billions)</p> <table border="1"> <tr><th>Year</th><th>Q2</th></tr> <tr><td>2014</td><td>9</td></tr> <tr><td>2015</td><td>9.2</td></tr> </table>	Year	Q2	2014	9	2015	9.2	Over one year ago	Over last quarter
		Year	Q2						
2014	9								
2015	9.2								
		2.5% ↑	4% ↑						
Total Vehicle Hours of Delay (VHD) at 35 mph	<p>Hours (Millions)</p> <table border="1"> <tr><th>Year</th><th>Q2</th></tr> <tr><td>2014</td><td>11.8</td></tr> <tr><td>2015</td><td>13.4</td></tr> </table>	Year	Q2	2014	11.8	2015	13.4	Over one year ago	Over last quarter
		Year	Q2						
2014	11.8								
2015	13.4								
		13.2% ↑	-2.4% ↓						
Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 35 mph	<p>Hours (Thousands)</p> <table border="1"> <tr><th>Year</th><th>Q2</th></tr> <tr><td>2014</td><td>161</td></tr> <tr><td>2015</td><td>181</td></tr> </table>	Year	Q2	2014	161	2015	181	Over one year ago	Over last quarter
		Year	Q2						
2014	161								
2015	181								
		12.7% ↑	-6.9% ↓						
Total Vehicle Hours of Delay (VHD) at 60 mph	<p>Hours (Millions)</p> <table border="1"> <tr><th>Year</th><th>Q2</th></tr> <tr><td>2014</td><td>26.1</td></tr> <tr><td>2015</td><td>29.3</td></tr> </table>	Year	Q2	2014	26.1	2015	29.3	Over one year ago	Over last quarter
		Year	Q2						
2014	26.1								
2015	29.3								
		11.9% ↑	-0.3% ↓						
Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 60 mph	<p>Hours (Thousands)</p> <table border="1"> <tr><th>Year</th><th>Q2</th></tr> <tr><td>2014</td><td>353</td></tr> <tr><td>2015</td><td>390</td></tr> </table>	Year	Q2	2014	353	2015	390	Over one year ago	Over last quarter
		Year	Q2						
2014	353								
2015	390								
		10.4% ↑	-4.7% ↓						

Measure	Graph	Percentage Change	
Average Vehicle Hours of Delay by Day of Week at 60 mph		<p>Largest Magnitude Decrease over one year ago</p> <p>–</p> <p>Largest Magnitude Increase over one year ago</p>	<p>Largest Magnitude Decrease over last quarter</p> <p>Thursday -9.6% ↓</p> <p>Largest Magnitude Increase over last quarter</p>
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Weekdays		<p>Largest Magnitude Weekday Decrease over one year ago</p> <p>10 PM -5.6% ↓</p> <p>Largest Magnitude Weekday Increase over one year ago</p>	<p>Largest Magnitude Weekday Decrease over last quarter</p> <p>6 PM -20.8% ↓</p> <p>Largest Magnitude Weekday Increase over last quarter</p>
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Saturdays		<p>Largest Magnitude Saturday Decrease over one year ago</p> <p>8 PM -35.1% ↓</p> <p>Largest Magnitude Saturday Increase over one year ago</p>	<p>Largest Magnitude Saturday Decrease over last quarter</p> <p>6 PM -28.5% ↓</p> <p>Largest Magnitude Saturday Increase over last quarter</p>
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Sundays/Holidays		<p>Largest Magnitude Sun./Holiday Decrease over one year ago</p> <p>11 AM -11.7% ↓</p> <p>Largest Magnitude Sun./Holiday Increase over one year ago</p>	<p>Largest Magnitude Sun./Holiday Decrease over last quarter</p> <p>6 PM -27.9% ↓</p> <p>Largest Magnitude Sun./Holiday Increase over last quarter</p>

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% ↓
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
		-	AM Peak -11.1% ↓
Average Number of Good and Bad Detectors		Change in Good over one year ago	Change in Good over last quarter
		-3% ↓	-0.4% ↓
		Change in Bad over one year ago	Change in Bad over last quarter
		11% ↑	0.5% ↑

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Route	County	Vehicle Hours of Delay at 35 mph			Difference 2015 Q2-2014 Q2		Difference 2015 Q2-2015 Q1		Rank		
		2014 Q2	2015 Q1	2015 Q2	Absolute	Percentage	Absolute	Percentage	2014 Q2	2015 Q1	2015 Q2
I-405	Los Angeles	2,142,955	1,921,938	1,902,531	-240,424	-11.2%	-19,406	-1.0%	1	2	1
I-10	Los Angeles	1,419,337	1,991,006	1,803,968	384,631	27.1%	-187,038	-9.4%	3	1	2
US-101	Los Angeles	1,819,216	1,887,195	1,677,112	-142,105	-7.8%	-210,083	-11.1%	2	3	3
I-5	Los Angeles	1,256,715	1,215,572	1,445,798	189,083	15.0%	230,226	18.9%	4	4	4
I-110	Los Angeles	845,170	1,121,357	1,110,246	265,076	31.4%	-11,111	-1.0%	5	5	5
I-210	Los Angeles	840,318	1,071,990	1,043,236	202,918	24.1%	-28,755	-2.7%	6	6	6
SR-60	Los Angeles	482,875	924,007	870,828	387,952	80.3%	-53,180	-5.8%	9	7	7
I-605	Los Angeles	640,399	691,791	742,836	102,437	16.0%	51,045	7.4%	7	8	8
SR-91	Los Angeles	403,926	419,270	500,271	96,345	23.9%	81,002	19.3%	10	10	9
I-105	Los Angeles	517,114	537,316	498,145	-18,968	-3.7%	-39,171	-7.3%	8	9	10
SR-57	Los Angeles	279,465	386,974	402,652	123,187	44.1%	15,678	4.1%	11	11	11
US-101	Ventura	201,255	348,703	332,933	131,678	65.4%	-15,770	-4.5%	13	12	12
I-710	Los Angeles	259,442	305,667	317,829	58,387	22.5%	12,162	4.0%	12	13	13
SR-134	Los Angeles	178,974	257,428	218,997	40,023	22.4%	-38,431	-14.9%	14	14	14
SR-170	Los Angeles	152,345	220,015	136,527	-15,818	-10.4%	-83,488	-37.9%	15	15	15
SR-14	Los Angeles	114,251	140,563	116,695	2,444	2.1%	-23,868	-17.0%	16	16	16
SR-71	Los Angeles	53,299	78,562	114,678	61,379	115.2%	36,116	46.0%	20	18	17
SR-118	Los Angeles	88,213	86,938	78,596	-9,617	-10.9%	-8,343	-9.6%	17	17	18
SR-2	Los Angeles	54,374	71,377	44,022	-10,351	-19.0%	-27,355	-38.3%	19	19	19
SR-118	Ventura	56,243	13,985	15,463	-40,780	-72.5%	1,479	10.6%	18	21	20
SR-23	Ventura	16,906	27,100	12,868	-4,038	-23.9%	-14,232	-52.5%	21	20	21
SRv47	Los Angeles	3,347	3,507	2,327	-1,020	-30.5%	-1,180	-33.7%	22	22	22
SR-90	Los Angeles	497	841	307	-190	-38.3%	-534	-63.5%	23	23	23
TOTALS		11,826,635	13,723,103	13,388,865	1,562,230	13.2%	-334,237	-2.4%			