

District 07 Mobility Performance Report

2024 Fourth Quarter

**DEPARTMENT OF TRANSPORTATION
OFFICE OF SYSTEM PERFORMANCE, DATA COLLECTION, AND ANALYSIS
DIVISION OF TRANSPORTATION SAFETY & OPERATIONS**

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District 07 Mobility Performance Report

2024 Fourth Quarter

EXECUTIVE SUMMARY

Overview

Caltrans District 7, consisting of Los Angeles and Ventura counties, is part of the second-largest urban region in the United States. Los Angeles County is the most populous county in the United States with about 9.8 million residents as of January 2024. Ventura County has a population of 0.82 million.

The Quarterly Mobility Performance Report (MPR) compares information with over a year ago and over previous quarter in the following performance measures:

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

This information is based on daily data collected, 24 hours a day, by automated vehicle detector stations deployed along the State Highway System. The Mobility Performance Report presents congestion information at two speed thresholds: delay from vehicles traveling below 60 miles per hour (mph), and delay from vehicles traveling below 35 mph. The delay at the 35 mph speed threshold represents severe congestion while delay at 60 mph speed threshold represents both light and heavy congestions. These two speed thresholds are set by Caltrans based on engineering judgement.

FINDINGS

- In this fourth quarter (October to December of 2024), Vehicle miles of Travel (VMT) across all district 7 freeways were 9 billion miles, a decrease of 2.1 percent from previous quarter.
- There was 24.7 million Vehicle Hours of Delay (VHD) at the 60-mph speed threshold, a decrease of 1.9 percent over previous quarter and an increase of 5.4 percent from a year ago.
- Only 733 thousand of the 24.7 million VHD were generated in Ventura County, and 24 Million VHD were generated in Los Angeles County.
- In This quarter about 55 percent of the total delay in District 7 at the 35-mph speed threshold were generated from 4 freeways only, I-405 (21%), I-10 (12%), US-101 (11%) and I-5 (11%).
- These delays were equivalent to 330 Lost Lane Miles Hours (LLM)^{*} from the freeway network during the PM Peak Period, compared to 320 LLM from previous quarter.
- The average weekday daily delay in this quarter was approximately 135,000 VHD at 35-mph speed threshold, and 330,000 VHD at 60-mph speed thresholds (1 percent increase and 2 Percent decrease respectively over the previous quarter.)
- Thursdays are the most congested days of the week in this quarter then Fridays. Morning peak hour was at 8:00 AM. Afternoon peak hour was at 5:00 PM. The peak periods extended from 6:30 AM to 9:00 AM and from 2:30 PM to 6:00 PM.
- Weekend's peak hour (Saturday and Sunday) was at 4:00 PM, and peak period extended between 1:00 PM and 6:00 PM.

* **Lost Lane Miles Hours (Lost Productivity):** This is the number of lane-mile-hours that are lost due to the freeway operating under congested conditions. When the freeway is in congestion - speed is below 35 mph - PeMS find the ratio between the measured flow and the capacity for this location. This drop in capacity is due to the fact that the freeway is operating in congested conditions instead of in free flow)

- By the end of the fourth quarter, loop detectors in good service condition account for only 22 percent of the total loops, while 78 percent of total loop detectors are nonoperational. Almost 2.2 percent of the total loops were out due to construction projects.

County	# Det	% Good	% Bad	% Construction
Los Angeles	10595	20.3	79.7	1.0
Ventura	616	56.0	44.0	23.7
Totals	11,211	22.3	77.7	2.2

➤ Top Ten Bottlenecks for the 2024 Fourth Quarter:

Rank	County	Location	Shift	Fwy	Abs PM	CA PM	Latitude	Longitude	# Days Active	Avg Extent (Miles)	Total Delay (veh-hrs)	Total Duration (hours)
1	Los Angeles	Solano Ave	PM	I110-N	25.01	25.08	34.075092	-118.232059	62	3.7	201,818	298
2	Los Angeles	Florence Ave	PM	I605-S	11.216	R9.164	33.935212	-118.099885	60	6.3	201,115	239
3	Los Angeles	Howard Hughes Pkwy	PM	I405-S	48.67	24.9	33.976541	-118.387273	60	4.0	150,578	173
4	Los Angeles	Adams Blvd	AM	I110-N	20.53	20.6	34.026085	-118.275163	62	4.3	149,649	223
5	Los Angeles	Bel Air Cr	AM	I405-S	59.57	35.8	34.110424	-118.481702	58	4.8	144,911	199
6	Los Angeles	Pasadena Ave	PM	I5-N	136.633	20	34.076978	-118.219273	62	3.1	141,037	242
7	Los Angeles	Robertson Blvd	AM	I10-W	5.66	R7.81	34.029948	-118.392928	62	3.9	137,091	223
8	Los Angeles	Vernon Ave	PM	I110-S	18.82	18.89	34.002226	-118.281220	62	3.3	130,780	190
9	Los Angeles	Haskel Ave	AM	US101-S	19.43	18.1	34.165169	-118.483356	55	4.4	128,943	193
10	Los Angeles	White Oak Ave	PM	US101-N	21.699	20.34	34.171285	-118.520359	57	8.3	126,989	137

Project Status:

The following projects are currently being constructed or are scheduled for construction in District 7. These projects are expected to relieve traffic congestion in Los Angeles and Ventura counties.

LA Route-71: EA 21062, UPGRADE FROM EXPRESSWAY TO FREEWAY

The purpose of this project is to alleviate traffic congestion by increasing capacity on SR-71 from 0.2 miles south of Mission Boulevard to 0.2 miles south of the Los Angeles/San Bernardino County line to handle the forecasted traffic volumes in the coming years due to extensive development in the region. The project includes adding one mixed flow lane and one High Occupancy Vehicle (HOV) lane in each direction on State Route 71 (SR-71) and converting the existing four-lane expressway to an eight-lane freeway.

LA SR-57: EA 27912, IN LOS ANGELES COUNTY, IN DIAMOND BAR AND CITY OF INDUSTRY ON ROUTE 60 FROM E60-S57 CONNECTOR OC TO GOLDEN SPRINGS DRIVE UC.

This project will reconstruct Grand Ave OC, and NB SR-57 Connector to EB SR-60. This project will also construct EB SR-60 Bypass Off-Ramp to Grand Ave, EB SR-60 Bypass, and construct SB Grand Ave To EB SR-60 Loop On-Ramp.

LA I-405: EA 29360, IN TORRANCE. INTERCHANGE IMPROVEMENTS AND NEW AUX LN.

This project will improve Interstate 405 (I-405) @ Crenshaw Boulevard & 182nd Street interchange and add auxiliary lanes on I-405 between Western Avenue and Crenshaw Boulevard in Los Angeles County. Improvements include constructing a new southbound on-ramp from northbound Crenshaw Boulevard.

TRANSPORTATION MANAGEMENT SYSTEM PROJECTS TO UPGRADE THE EXISTING COMMUNICATION SYSTEMS.

- **LA I-10: EA 32720**, Upgrade the existing transportation management system elements in and near Santa Monica from Lincoln boulevard to McClure tunnel, on Route 10 (PM 2.1/18.3), Route 2 (PM R18.7), Route 101 (PM 11.8), and Route 105 (pm r1.95).
- **LA SR-91: EA 33860**, Upgrade existing traffic management communication in and near Carson from Route 110 to Orange County line, on Route 2 (PM R18.7), Route 5 (PM 6.8), and Route 105 (PM R2.0).
- **LA SR-60: EA 32710**, Upgrade transportation management system.
- **LA US-101: EA 33780**, This project proposes to upgrade the existing Transportation Management System (TMS) elements including Closed-Circuit Television (CCTV) cameras, Changeable Message Signs, Vehicle Detection Stations, Ramp Metering Systems, and Internet Protocol (IP) ready network at various locations in Los Angeles County.

ROADSIDE SAFETY IMPROVEMENT PROJECTS

- **LA I-210: EA 32680**, In Los Angeles County at various locations. This project will upgrade existing pedestrian facilities, primarily curb ramps, at the on and off-ramps and frontage roads along Route 210 in Los Angeles County
- **LA I-405: EA 32180**, in Los Angeles County near Carson and long beach at various locations from 0.1 mile north of route 710 to route 110/405 separation. The scope of work includes constructing a maintenance access road (full Asphalt Concrete Structural Section), paving areas beyond the gore, constructing six Maintenance Vehicle Pullouts (MVPs), patterned concrete slope paving, upgrading an end treatment to a smart crash cushion attenuator.

This list of ongoing or planned projects is only a partial list, please contact CALTRANS District 7 for more details.

Quarterly Mobility Statistics

Measure	Graph	Percentage Change									
Vehicle Miles of Travel (VMT)	<p>Miles (Billions)</p> <table><tr><th>Quarter</th><th>VMT (Billions)</th></tr><tr><td>2023 Q4</td><td>8.8</td></tr><tr><td>2024 Q3</td><td>9.18</td></tr><tr><td>2024 Q4</td><td>8.99</td></tr></table>	Quarter	VMT (Billions)	2023 Q4	8.8	2024 Q3	9.18	2024 Q4	8.99	Over one year ago	Over last quarter
		Quarter	VMT (Billions)								
		2023 Q4	8.8								
2024 Q3	9.18										
2024 Q4	8.99										
2.2%	-2.1%										
↑	↓										
Total Vehicle Hours of Delay (VHD) at 35 mph	<p>Hours (Millions)</p> <table><tr><th>Quarter</th><th>VHD (Millions)</th></tr><tr><td>2023 Q4</td><td>8.9</td></tr><tr><td>2024 Q3</td><td>9.6</td></tr><tr><td>2024 Q4</td><td>9.7</td></tr></table>	Quarter	VHD (Millions)	2023 Q4	8.9	2024 Q3	9.6	2024 Q4	9.7	Over one year ago	Over last quarter
		Quarter	VHD (Millions)								
		2023 Q4	8.9								
2024 Q3	9.6										
2024 Q4	9.7										
8.5%	0.7%										
↑	↑										
Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 35 mph	<p>Hours (Thousands)</p> <table><tr><th>Quarter</th><th>VHD (Thousands)</th></tr><tr><td>2023 Q4</td><td>130</td></tr><tr><td>2024 Q3</td><td>134</td></tr><tr><td>2024 Q4</td><td>135</td></tr></table>	Quarter	VHD (Thousands)	2023 Q4	130	2024 Q3	134	2024 Q4	135	Over one year ago	Over last quarter
		Quarter	VHD (Thousands)								
		2023 Q4	130								
2024 Q3	134										
2024 Q4	135										
3.9%	0.9%										
↑	↑										
Total Vehicle Hours of Delay (VHD) at 60 mph	<p>Hours (Millions)</p> <table><tr><th>Quarter</th><th>VHD (Millions)</th></tr><tr><td>2023 Q4</td><td>23.4</td></tr><tr><td>2024 Q3</td><td>25.2</td></tr><tr><td>2024 Q4</td><td>24.7</td></tr></table>	Quarter	VHD (Millions)	2023 Q4	23.4	2024 Q3	25.2	2024 Q4	24.7	Over one year ago	Over last quarter
		Quarter	VHD (Millions)								
		2023 Q4	23.4								
2024 Q3	25.2										
2024 Q4	24.7										
5.4%	-1.9%										
↑	↓										
Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 60 mph	<p>Hours (Thousands)</p> <table><tr><th>Quarter</th><th>VHD (Thousands)</th></tr><tr><td>2023 Q4</td><td>322</td></tr><tr><td>2024 Q3</td><td>337</td></tr><tr><td>2024 Q4</td><td>330</td></tr></table>	Quarter	VHD (Thousands)	2023 Q4	322	2024 Q3	337	2024 Q4	330	Over one year ago	Over last quarter
		Quarter	VHD (Thousands)								
		2023 Q4	322								
2024 Q3	337										
2024 Q4	330										
2.6%	-2%										
↑	↓										

Measure	Graph	Percentage Change	
Average Vehicle Hours of Delay by Day of Week at 60 mph	<p>Hours (Thousands)</p> <p>■ 2023 Q4 ■ 2024 Q3 ■ 2024 Q4</p> <p>Mon Tue Wed Thu Fri Sat Sun/Hol</p>	Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter
		Monday -2.5% ↓	Thursday -4.1% ↓
		Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter
		Wednesday 7.8% ↑	Sun/Hol 26.6% ↑
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Weekdays	<p>Hours (Thousands)</p> <p>— Weekday (2023 Q4) — Weekday (2024 Q3) — Weekday (2024 Q4)</p> <p>0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23</p> <p>Hour of Day</p>	Largest Magnitude Weekday Decrease over one year ago	Largest Magnitude Weekday Decrease over last quarter
		4 PM -2.4% ↓	9 AM -11% ↓
		Largest Magnitude Weekday Increase over one year ago	Largest Magnitude Weekday Increase over last quarter
		10 AM 17.9% ↑	6 PM 11.2% ↑
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Saturdays	<p>Hours (Thousands)</p> <p>— Saturday (2023 Q4) — Saturday (2024 Q3) — Saturday (2024 Q4)</p> <p>0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23</p> <p>Hour of Day</p>	Largest Magnitude Saturday Decrease over one year ago	Largest Magnitude Saturday Decrease over last quarter
		—	11 AM -11.8% ↓
		Largest Magnitude Saturday Increase over one year ago	Largest Magnitude Saturday Increase over last quarter
		4 PM 24.2% ↑	5 PM 37% ↑
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Sundays/Holidays	<p>Hours (Thousands)</p> <p>— Sunday/Holiday (2023 Q4) — Sunday/Holiday (2024 Q3) — Sunday/Holiday (2024 Q4)</p> <p>0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23</p> <p>Hour of Day</p>	Largest Magnitude Sun./Holiday Decrease over one year ago	Largest Magnitude Sun./Holiday Decrease over last quarter
		12 PM -3.8% ↓	2 AM -28.4% ↓
		Largest Magnitude Sun./Holiday Increase over one year ago	Largest Magnitude Sun./Holiday Increase over last quarter
		5 PM 14.3% ↑	5 PM 107.5% ↑

Measure	Graph	Percentage Change	
Total Vehicle Hours of Delay (VHD) by County at 35 mph	<p>Hours (Millions)</p> <p>2023 Q4 2024 Q3 2024 Q4</p> <p>Los Angeles Ventura</p>	Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter
		—	—
		Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter
		Los Angeles 8.3% ↑	Los Angeles 0.7% ↑
Average Non-Holiday Weekday Equivalent Lost Lane Mile Hours at 35 mph	<p>Miles</p> <p>2023 Q4 2024 Q3 2024 Q4</p> <p>AM Peak (6 AM to 10 AM) Off-Peak Day (10 AM to 3 PM) PM Peak (3 PM to 7 PM) Off-Peak Night (7 PM to 6 AM)</p>	Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter
		—	AM Peak -6.7% ↓
		Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter
		Off-Peak Day 14.5% ↑	PM Peak 3.3% ↑
Average Number of Good and Bad Detectors	<p>Number of Detectors</p> <p>Average of Good Average of Bad</p> <p>2023 Q4 2024 Q3 2024 Q4</p>	Change in Good over one year ago	Change in Good over last quarter
		-26% ↓	-11% ↓
		Change in Bad over one year ago	Change in Bad over last quarter
		11% ↑	4% ↑

Congestion by Route

Route	County	Vehicle Hours of Delay at 35 mph			Difference 2024 Q4-2023 Q4		Difference 2024 Q4-2024 Q3		Rank		
		2023 Q4	2024 Q3	2024 Q4	Absolute	Percentage	Absolute	Percentage	2023 Q4	2024 Q3	2024 Q4
I405	Los Angeles	1,940,525	1,928,253	1,995,430	54,905	2.8%	67,177	3.5%	1	1	1
I10	Los Angeles	1,232,559	1,270,684	1,198,491	-34,068	-2.8%	-72,193	-5.7%	2	2	2
US101	Los Angeles	799,236	1,129,768	1,078,337	279,101	34.9%	-51,431	-4.6%	5	4	3
I5	Los Angeles	1,062,181	1,141,260	1,020,070	-42,111	-4.0%	-121,191	-10.6%	3	3	4
I210	Los Angeles	903,997	906,453	954,734	50,737	5.6%	48,281	5.3%	4	5	5
I605	Los Angeles	576,108	673,575	812,523	236,415	41.0%	138,948	20.6%	7	6	6
SR60	Los Angeles	619,584	659,171	675,696	56,112	9.1%	16,525	2.5%	6	7	7
I110	Los Angeles	522,767	609,442	671,471	148,705	28.4%	62,030	10.2%	8	8	8
I710	Los Angeles	343,902	320,388	316,944	-26,959	-7.8%	-3,444	-1.1%	9	9	9
SR91	Los Angeles	262,116	284,266	183,694	-78,422	-29.9%	-100,572	-35.4%	10	10	10
SR57	Los Angeles	57,717	121,360	167,785	110,068	190.7%	46,425	38.3%	15	12	11
SR14	Los Angeles	176,353	123,163	129,305	-47,047	-26.7%	6,142	5.0%	11	11	12
I105	Los Angeles	117,282	117,648	123,089	5,807	5.0%	5,441	4.6%	13	13	13
SR134	Los Angeles	143,919	102,864	100,942	-42,978	-29.9%	-1,922	-1.9%	12	14	14
SR2	Los Angeles	0	47,744	71,600	71,600		23,856	50.0%		17	15
SR118	Los Angeles	72,720	58,656	61,475	-11,244	-15.5%	2,820	4.8%	14	15	16
SR23	Ventura	33,262	44,462	55,488	22,226	66.8%	11,026	24.8%	17	18	17
US101	Ventura	46,476	52,498	48,165	1,689	3.6%	-4,333	-8.3%	16	16	18
SR118	Ventura	29,304	34,115	30,202	898	3.1%	-3,912	-11.5%	18	19	19
SR33	Ventura	3,167	3,309	3,321	154	4.9%	13	0.4%	19	20	20
SR126	Los Angeles	375	3,131	3,276	2,901	773.8%	145	4.6%	22	21	21
SR47	Los Angeles	2,209	2,293	2,371	162	7.3%	78	3.4%	20	22	22
SR170	Los Angeles	0	0	0	0		0				23
SR71	Los Angeles	1,624	0	0	-1,624	-100.0%	0		21		24
SR90	Los Angeles	110	0	0	-110	-100.0%	0		23		25
TOTALS		8,947,490	9,634,500	9,704,408	756,918	8.5%	69,908	-0.03%			