

District 07 Mobility Performance Report

2025 Second Quarter

DEPARTMENT OF TRANSPORTATION

Definitions

- **Vehicle Miles of Travel (VMT):** Total miles driven by all the vehicles over a freeway segment during a specified time period. When plotted over a spatial segment, this quantity is simply the sum of VMT from the individual detectors. Users can query VMT reports for any freeway (or segment) available in PeMS. At a freeway segment page in PeMS, users can select the VMT reports by using the Performance pull-down menu and selecting Aggregates. There are three types of Aggregates reports: Time Series, Time of Day, and Day of Week.
- **Vehicle Hours of Delay (VHD):** Amount of extra time spent by all the vehicles beyond the time it takes to traverse a freeway segment at a threshold speed. In other words, it is the amount of additional time that vehicles spend on the roadway due to congestion. PeMS can compute the amount of delay using different threshold speeds (i.e., 35, 40, 45, 50, 55, 60, and 65 miles per hour)
- **Lost Lane Miles Hours (equivalent lost productivity):** 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 caused by the freeway is operating in congested conditions instead of in free flow)
- **Detection Health:** Detectors can malfunction for many reasons. For some detectors, this is an intermittent problem. For other detectors, the problem is recurrent. PeMS devotes a large amount of its computing resources to identifying bad detectors and calculating health diagnostics to help users evaluate data quality and to help those responsible for detector maintenance.
- **Bottleneck:** Location where the traffic demand exceeds the available capacity of the roadway facility. Characteristics include reduction in speeds, congestion, queuing, and delay. PeMS can identify a bottleneck at a particular detector where there is a persistent drop in speed from the detector immediately upstream.

District 07 Mobility Performance Report

2025 Second Quarter

EXECUTIVE SUMMARY

Overview

The Quarterly Mobility Performance Report (MPR) evaluates key traffic performance metrics by comparing current conditions with both the previous quarter and the same period from the prior year. This report provides information on the following performance measures:

- Vehicle Miles Traveled (VMT)
- Vehicle Hours of Delay (VHD)
- Lost Lane Mile Hours
- Detection Health

The information in this report is based on daily data collected 24 hours a day by automated vehicle detector stations across the State Highway System.

Vehicular delay is assessed using two speed thresholds:

- Below 60 mph: Indicates both light and heavy congestion
- Below 35 mph: Indicates severe congestion

Through engineering judgment, Caltrans uses these thresholds and performance measures to identify bottleneck locations and assess congestion severity.

FINDINGS

Summary

- In this Second quarter (April to June of 2025), Vehicle Miles Travel (VMT) across all district 7 freeways were 9.08 billion miles, an increase of 3.1 percent from previous quarter.
- There was 24.2 million Vehicle Hours of Delay (VHD) at the 60-mph speed threshold, an increase of 6.1 percent over previous quarter and a decrease of 2 percent from a year ago.
- Only 864 thousand of the 24.2 million VHD were generated in Ventura County, and 23.3 million VHD were generated in Los Angeles County.
- In this quarter about 57 percent of the total delay in District 7 at the 35-mph speed threshold were generated from 4 freeways, I-405 (19%), I-5 (14%), I-210 (12%) and I-10 (12%).
- These delays were equivalent to 308 Lost Lane Miles Hours (LLM) from the freeway network during the PM Peak Period, compared to 314 LLM from previous quarter.
- The average weekday daily delay in this quarter was approximately 128,000 VHD at 35-mph speed threshold, and 326,000 VHD at 60-mph speed thresholds (2.6 percent and 2.3 percent increase respectively over the previous quarter.)
- Fridays are the most congested days of the week in this quarter then Thursdays. 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.
- By the end of the Second quarter, loop detectors in good service condition account for 23.2 percent of the total loops, while 76.8 percent of total loop detectors are nonoperational.

Bottleneck Locations

Table 1: Top 20 Bottlenecks for the 2024 Calendar Year:

Location	County	Route	Name	Peak Period (AM/PM)	Abs Postmile (Miles)	CA Postmile (Miles)	Days Observed (Days)	Avg Extent (Miles)	Total Delay (vehicle-hours)	Total Duration (Minutes)
1	Los Angeles	I110-N	SOLANO AVE	PM	25.010	25.08	251	3.70	779,806.4	69,610
2	Los Angeles	I405-S	HOWARD HUGHES PKWY	PM	48.672	24.9	237	4.68	714,598.7	44,430
3	Los Angeles	I405-S	BEL AIR CR	AM	59.572	35.8	242	5.34	647,772.0	48,150
4	Los Angeles	I110-N	ADAMS	AM	20.530	20.6	251	4.26	616,044.0	54,230
5	Los Angeles	I405-N	NATIONAL	AM	52.932	29.16	207	5.10	602,088.2	45,645
6	Los Angeles	I5-N	PASADENA	PM	136.633	20	251	3.10	572,637.1	58,770
7	Los Angeles	I10-W	ROBERTSON	AM	5.655	R7.81	251	3.90	554,655.3	54,230
8	Los Angeles	I605-S	FLORENCE	PM	11.216	R9.164	176	6.33	529,271.8	41,920
9	Los Angeles	I110-S	VERNON	PM	18.820	18.89	251	3.30	526,862.0	45,795
10	Los Angeles	I5-S	DOWNEY	PM	130.910	14.34	222	2.11	505,076.9	63,420
11	Los Angeles	US101-N	WHITE OAK	PM	21.699	20.34	192	8.24	457,591.9	29,100
12	Los Angeles	I405-N	STAGG ST	PM	66.972	43.2	104	7.91	451,764.1	25,750
13	Los Angeles	I10-E	CATTARAUGUS	PM	6.205	R8.36	251	1.60	427,286.4	72,615
14	Los Angeles	I10-E	LOS ANGELES	PM	13.625	15.78	251	2.69	388,313.0	60,090
15	Los Angeles	I710-S	ATLANTIC 2	PM	16.887	21.88	240	2.75	386,864.0	48,120
16	Los Angeles	SR60-E	57 SB TO 60 WB	PM	25.141	R25	228	4.26	380,857.1	44,260
17	Los Angeles	I10-E	MOUNTAIN	PM	45.740	47.24	180	4.15	379,438.0	44,420
18	Los Angeles	US101-N	GLENDALE	AM	3.768	2.42	251	2.83	341,044.3	54,230
19	Los Angeles	I105-E	FACADE	PM	14.400	R14.4	251	1.10	339,441.2	71,615
20	Los Angeles	I710-S	ATLANTIC 1	PM	16.687	21.68	209	7.30	337,864.4	20,025

Table 2: Top 10 Bottlenecks for the 2025 Second Quarter:

Location	County	Route	Name	Peak Period (AM/PM)	Abs Postmile (Miles)	CA Postmile (Miles)	Days Observed (Days)	Avg Extent (Miles)	Total Delay (vehicle-hours)	Total Duration (Minutes)
1	Los Angeles	I110-N	SOLANO AVE	PM	25.010	25.08	63	3.70	205,522.2	18,215
2	Los Angeles	SR60-E	GARFIELD	PM	5.594	R5.42	63	3.34	191,657.6	18,215
3	Los Angeles	I405-N	NORTH OF 101	PM	63.272	39.5	60	5.72	170,552.6	12,555
4	Los Angeles	I110-N	ADAMS	AM	20.530	20.6	63	4.32	146,032.8	13,610
5	Los Angeles	I405-N	NATIONAL	AM	52.932	29.16	53	5.57	145,327.4	10,490
6	Los Angeles	US101-S	WOODLEY	AM	19.432	18.1	57	4.49	139,448.9	12,285
7	Los Angeles	I605-S	FLORENCE	PM	11.216	R9.164	51	5.62	139,323.8	12,130
8	Los Angeles	I10-W	ROBERTSON	AM	5.655	R7.81	63	3.90	139,047.1	13,610
9	Los Angeles	I110-S	VERNON	PM	18.820	18.89	63	3.30	131,792.0	11,475
10	Los Angeles	US101-S	WHITSETT AVE	AM	14.817	13.5	63	3.57	131,791.1	13,610

Bottleneck Mitigation Projects:

Location 1:

EA 2975U, construction begins April 2018

In la county in Los Angeles and south Pasadena from college street overcrossing to grand avenue overcrossing. Install and upgrade Metal Beam Guardrail (MBGR), install concrete barrier walls and remove a raised island.

Location 2:

No current or planned projects to address bottleneck

Location 3:

EA 20490, June 2025

In the city and county of Los Angeles at Ventura boulevard on ramp
Widen the onramp to two lanes plus a high occupancy vehicle (HOV) lane.

Location 4:

EA 27800, February 2028

North Bound I-110 from 28th street to Figueroa Street overcrossing – Construct an HOV connector

Location 5:

No current or planned projects to address bottleneck

Location 6:***EA 1Q640, June2024***

I-Route 101 at various locations; Install/upgrade signs, striping, and pavement markings

Location 7:***EA 29821number, May 2029***

Rout 605 Fairton Street UC to Bradwell OH, route 105 from Bellflower Blvd. to Studebaker Rd. route 5 from Florence Ave. to Riohondo channel bridge; Add one lane on I-605 in each direction; mainline, ramp, freeway to freeway connector improvement.

Location 8:***EA 1Q910, July 2025***

Route 10 at various locations, install/upgrade signs, striping, pavement markings, and retroreflective markers.

EA 39450, September 2029

I-10 from I 405 to I-110; Overhead sign structure rehabilitation and sign panel replacement.

Location 9:

No current or planned projects to address bottleneck

Location 10:***EA 1Q640, June2024***

I-Route 101 at various locations; Install/upgrade signs, striping, and pavement markings

Quarterly Mobility Statistics

The following figures show a summary of the performance across all state routes in the districts.

Measure	Graph	Percentage Change									
Vehicle Miles of Travel (VMT)	Miles (Billions) <table><thead><tr><th>Quarter</th><th>VMT (Billions)</th></tr></thead><tbody><tr><td>2024 Q2</td><td>9.09</td></tr><tr><td>2025 Q1</td><td>8.81</td></tr><tr><td>2025 Q2</td><td>9.08</td></tr></tbody></table>	Quarter	VMT (Billions)	2024 Q2	9.09	2025 Q1	8.81	2025 Q2	9.08	Over one year ago	Over last quarter
		Quarter	VMT (Billions)								
		2024 Q2	9.09								
2025 Q1	8.81										
2025 Q2	9.08										
-0.1%	3.1%										
Total Vehicle Hours of Delay (VHD) at 35 mph	Hours (Millions) <table><thead><tr><th>Quarter</th><th>VHD (Millions)</th></tr></thead><tbody><tr><td>2024 Q2</td><td>9.6</td></tr><tr><td>2025 Q1</td><td>8.6</td></tr><tr><td>2025 Q2</td><td>9.2</td></tr></tbody></table>	Quarter	VHD (Millions)	2024 Q2	9.6	2025 Q1	8.6	2025 Q2	9.2	Over one year ago	Over last quarter
		Quarter	VHD (Millions)								
		2024 Q2	9.6								
2025 Q1	8.6										
2025 Q2	9.2										
-4.5%	7%										
Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 35 mph	Hours (Thousands) <table><thead><tr><th>Quarter</th><th>VHD (Thousands)</th></tr></thead><tbody><tr><td>2024 Q2</td><td>132</td></tr><tr><td>2025 Q1</td><td>125</td></tr><tr><td>2025 Q2</td><td>128</td></tr></tbody></table>	Quarter	VHD (Thousands)	2024 Q2	132	2025 Q1	125	2025 Q2	128	Over one year ago	Over last quarter
		Quarter	VHD (Thousands)								
		2024 Q2	132								
2025 Q1	125										
2025 Q2	128										
-3%	2.6%										
Total Vehicle Hours of Delay (VHD) at 60 mph	Hours (Millions) <table><thead><tr><th>Quarter</th><th>VHD (Millions)</th></tr></thead><tbody><tr><td>2024 Q2</td><td>24.7</td></tr><tr><td>2025 Q1</td><td>22.8</td></tr><tr><td>2025 Q2</td><td>24.2</td></tr></tbody></table>	Quarter	VHD (Millions)	2024 Q2	24.7	2025 Q1	22.8	2025 Q2	24.2	Over one year ago	Over last quarter
		Quarter	VHD (Millions)								
		2024 Q2	24.7								
2025 Q1	22.8										
2025 Q2	24.2										
-2%	6.1%										
Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 60 mph	Hours (Thousands) <table><thead><tr><th>Quarter</th><th>VHD (Thousands)</th></tr></thead><tbody><tr><td>2024 Q2</td><td>330</td></tr><tr><td>2025 Q1</td><td>319</td></tr><tr><td>2025 Q2</td><td>326</td></tr></tbody></table>	Quarter	VHD (Thousands)	2024 Q2	330	2025 Q1	319	2025 Q2	326	Over one year ago	Over last quarter
		Quarter	VHD (Thousands)								
		2024 Q2	330								
2025 Q1	319										
2025 Q2	326										
-1%	2.3%										

Measure	Graph	Percentage Change	
Average Vehicle Hours of Delay by Day of Week at 60 mph	Hours (Thousands) ■ 2024 Q2 ■ 2025 Q1 ■ 2025 Q2	Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter
		Saturday -13.2%	Tuesday -2.8%
		Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter
		Friday 4.8%	Friday 8.5%
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Weekdays	Hours (Thousands) — Weekday (2024 Q2) — Weekday (2025 Q1) — Weekday (2025 Q2)	Largest Magnitude Weekday Decrease over one year ago	Largest Magnitude Weekday Decrease over last quarter
		4 PM -4.5%	6 PM -6.4%
		Largest Magnitude Weekday Increase over one year ago	Largest Magnitude Weekday Increase over last quarter
		1 PM 7.1%	3 PM 8.4%
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Saturdays	Hours (Thousands) — Saturday (2024 Q2) — Saturday (2025 Q1) — Saturday (2025 Q2)	Largest Magnitude Saturday Decrease over one year ago	Largest Magnitude Saturday Decrease over last quarter
		4 PM -21.6%	6 PM -14.6%
		Largest Magnitude Saturday Increase over one year ago	Largest Magnitude Saturday Increase over last quarter
		—	12 PM 24.8%
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Sundays/Holidays	Hours (Thousands) — Sunday/Holiday (2024 Q2) — Sunday/Holiday (2025 Q1) — Sunday/Holiday (2025 Q2)	Largest Magnitude Sun./Holiday Decrease over one year ago	Largest Magnitude Sun./Holiday Decrease over last quarter
		4 PM -14%	5 PM -24%
		Largest Magnitude Sun./Holiday Increase over one year ago	Largest Magnitude Sun./Holiday Increase over last quarter
		11 AM 32.9%	1 PM 57.1%

Measure	Graph	Percentage Change																					
Total Vehicle Hours of Delay (VHD) by County at 35 mph	<table><thead><tr><th>County</th><th>2024 Q2</th><th>2025 Q1</th><th>2025 Q2</th></tr></thead><tbody><tr><td>Los Angeles</td><td>9.47</td><td>8.44</td><td>8.98</td></tr><tr><td>Ventura</td><td>0.12</td><td>0.13</td><td>0.19</td></tr></tbody></table>	County	2024 Q2	2025 Q1	2025 Q2	Los Angeles	9.47	8.44	8.98	Ventura	0.12	0.13	0.19	Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter								
		County	2024 Q2	2025 Q1	2025 Q2																		
		Los Angeles	9.47	8.44	8.98																		
		Ventura	0.12	0.13	0.19																		
Los Angeles -5.2% ↓	—																						
Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter																						
Ventura 50.7% ↑	Los Angeles 6.4% ↑																						
Average Non-Holiday Weekday Equivalent Lost Lane Mile Hours at 35 mph	<table><thead><tr><th>Time Period</th><th>2024 Q2</th><th>2025 Q1</th><th>2025 Q2</th></tr></thead><tbody><tr><td>AM Peak (6 AM to 10 AM)</td><td>175</td><td>172</td><td>169</td></tr><tr><td>Off-Peak Day (10 AM to 3 PM)</td><td>134</td><td>121</td><td>132</td></tr><tr><td>PM Peak (3 PM to 7 PM)</td><td>319</td><td>314</td><td>308</td></tr><tr><td>Off-Peak Night (7 PM to 6 AM)</td><td>11</td><td>14</td><td>11</td></tr></tbody></table>	Time Period	2024 Q2	2025 Q1	2025 Q2	AM Peak (6 AM to 10 AM)	175	172	169	Off-Peak Day (10 AM to 3 PM)	134	121	132	PM Peak (3 PM to 7 PM)	319	314	308	Off-Peak Night (7 PM to 6 AM)	11	14	11	Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter
		Time Period	2024 Q2	2025 Q1	2025 Q2																		
		AM Peak (6 AM to 10 AM)	175	172	169																		
		Off-Peak Day (10 AM to 3 PM)	134	121	132																		
PM Peak (3 PM to 7 PM)	319	314	308																				
Off-Peak Night (7 PM to 6 AM)	11	14	11																				
PM Peak -3.3% ↓	PM Peak -1.7% ↓																						
Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter																						
Off-Peak Night 4.2% ↑	Off-Peak Day 9.7% ↑																						
Average Number of Good and Bad Detectors	<table><thead><tr><th>Quarter</th><th>Average of Good</th><th>Average of Bad</th></tr></thead><tbody><tr><td>2024 Q2</td><td>8,115</td><td>3,096</td></tr><tr><td>2025 Q1</td><td>8,646</td><td>2,565</td></tr><tr><td>2025 Q2</td><td>8,615</td><td>2,596</td></tr></tbody></table>	Quarter	Average of Good	Average of Bad	2024 Q2	8,115	3,096	2025 Q1	8,646	2,565	2025 Q2	8,615	2,596	Change in Good over one year ago	Change in Good over last quarter								
		Quarter	Average of Good	Average of Bad																			
		2024 Q2	8,115	3,096																			
		2025 Q1	8,646	2,565																			
2025 Q2	8,615	2,596																					
-16% ↓	1% ↑																						
Change in Bad over one year ago	Change in Bad over last quarter																						
6% ↑	0%																						

Congestion by Route											
Route	County	Vehicle Hours of Delay at 35 mph			Difference 2025 Q2-2024 Q2		Difference 2025 Q2-2025 Q1		Rank		
		2024 Q2	2025 Q1	2025 Q2	Absolute	Percentage	Absolute	Percentage	2024 Q2	2025 Q1	2025 Q2
I405	Los Angeles	2,081,003	1,473,184	1,778,595	-302,408	-14.5%	305,411	20.7%	1	1	1
I5	Los Angeles	1,203,409	1,168,674	1,239,777	36,368	3.0%	71,103	6.1%	3	2	2
I210	Los Angeles	965,267	934,176	1,119,604	154,337	16.0%	185,428	19.8%	5	5	3
I10	Los Angeles	1,217,561	1,109,471	1,070,569	-146,992	-12.1%	-38,901	-3.5%	2	3	4
US101	Los Angeles	1,126,016	968,212	828,614	-297,402	-26.4%	-139,597	-14.4%	4	4	5
I605	Los Angeles	556,503	609,790	579,591	23,088	4.1%	-30,199	-5.0%	7	6	6
I110	Los Angeles	547,325	565,664	558,142	10,818	2.0%	-7,522	-1.3%	8	7	7
SR60	Los Angeles	592,525	454,494	526,665	-65,859	-11.1%	72,171	15.9%	6	8	8
I710	Los Angeles	318,552	284,392	270,753	-47,799	-15.0%	-13,639	-4.8%	9	9	9
SR91	Los Angeles	280,244	170,913	266,407	-13,837	-4.9%	95,493	55.9%	10	12	10
SR57	Los Angeles	47,476	177,776	201,546	154,070	324.5%	23,770	13.4%	17	11	11
SR14	Los Angeles	127,214	189,612	160,965	33,751	26.5%	-28,646	-15.1%	12	10	12
SR134	Los Angeles	162,868	109,661	133,329	-29,540	-18.1%	23,668	21.6%	11	14	13
I105	Los Angeles	118,507	110,940	112,166	-6,340	-5.4%	1,226	1.1%	13	13	14
SR118	Ventura	31,208	32,786	70,546	39,338	126.1%	37,760	115.2%	19	19	15
SR118	Los Angeles	74,553	54,486	69,783	-4,770	-6.4%	15,297	28.1%	14	16	16
US101	Ventura	50,457	33,381	69,413	18,956	37.6%	36,032	107.9%	16	18	17
SR2	Los Angeles	53,538	48,608	54,023	485	0.9%	5,415	11.1%	15	17	18
SR23	Ventura	38,831	62,801	43,355	4,523	11.6%	-19,447	-31.0%	18	15	19
SR126	Los Angeles	91	8,717	10,498	10,407	11486.6%	1,781	20.4%	22	20	20
SR33	Ventura	3,309	3,296	3,309	0	0.0%	13	0.4%	20	21	21
SR47	Los Angeles	1,461	2,285	1,726	265	18.1%	-559	-24.5%	21	22	22
SR90	Los Angeles	0	0	0	0	0.0%	0	-50.0%	23	23	23
SR170	Los Angeles	0	0	0	0		0				
SR71	Los Angeles	0	0	0	0		0				
TOTALS		9,597,916	8,573,317	9,169,374	-428,542	-4.5%	596,058	6.95%			