

CALIFORNIA DEPARTMENT OF TRANSPORTATION

MOBILITY PERFORMANCE STATISTICS 2012

DISTRICT 7

Prepared by the

**Office of Traffic Engineering
District 7**

January 2014

Unofficial Statistics

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1. DESCRIPTIVE STATISTICS

District Headquarters: Los Angeles
Counties: Los Angeles and Ventura
Counties without Detection: N/A

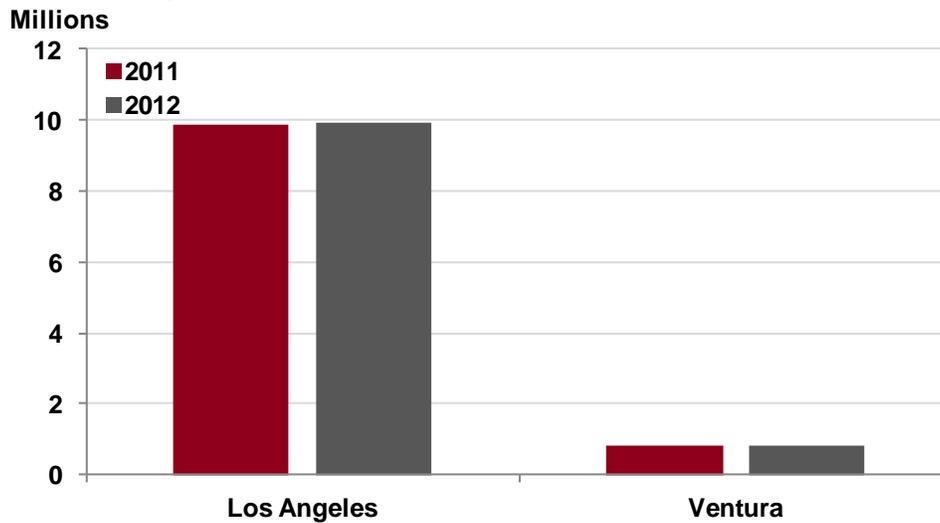
Population: 10,793,527, 0.7% increase over 2011
Population as a Percentage of Statewide: 28.4%

Table 1. POPULATION ESTIMATES AND ABSOLUTE AND PERCENT CHANGE, 2011–2012

| County | 2011 | 2012 | Difference (2012 - 2011) | |
|--------------|-------------------|-------------------|-----------------------------|-------------|
| | Population | Population | Absolute | Percent |
| Los Angeles | 9,889,520 | 9,958,091 | 68,571 | 0.7% |
| Ventura | 829,065 | 835,436 | 6,371 | 0.8% |
| Total | 10,718,585 | 10,793,527 | 74,942 | 0.7% |

Source: State of California, Department of Finance, E-1 Population Estimates for Cities, Counties, and the State—January 1, 2012 and 2013. Sacramento, California, May 2013.

Figure 1. POPULATION, BY COUNTY, 2011–2012



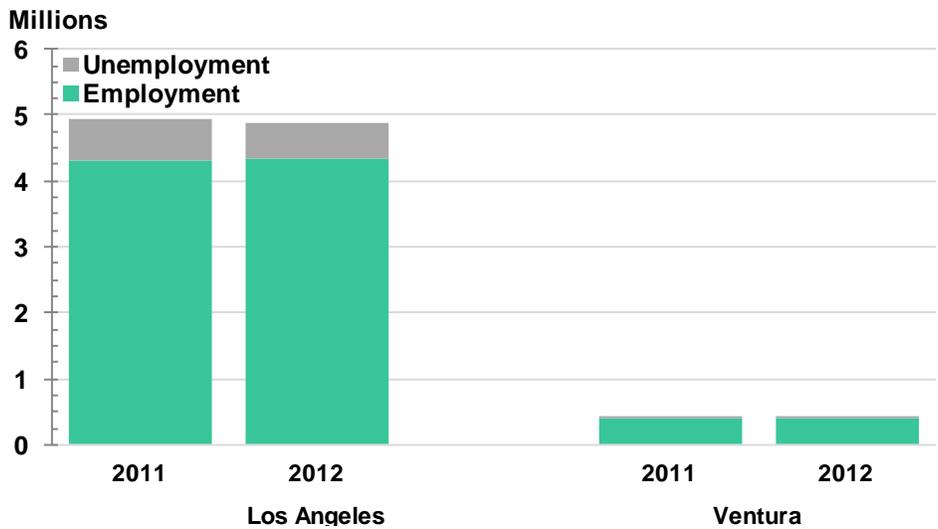
Employment, 2012 Monthly Average: 4,746,525
Unemployment Rate, 2012 Monthly Average: 10.8%, 1.3% decrease over 2011

Table 2. EMPLOYMENT, UNEMPLOYMENT, AND PERCENT CHANGE, BY COUNTY, 2011–2012

| County | Unemployment Rate, 2011 | Unemployment Rate, 2012 | Percent Change in Rate of Unemployment (2012 - 2011) |
|-----------------------|-------------------------|-------------------------|------------------------------------------------------|
| Los Angeles | 12.3% | 10.9% | -1.3% |
| Ventura | 10.1% | 9.0% | -1.1% |
| District Total | 12.1% | 10.8% | -1.3% |

Data not seasonally adjusted.
 Source: State of California, Employment Development Department (EDD), Labor Market Information Division.

Figure 2. EMPLOYMENT AND UNEMPLOYMENT, BY COUNTY, 2011–2012

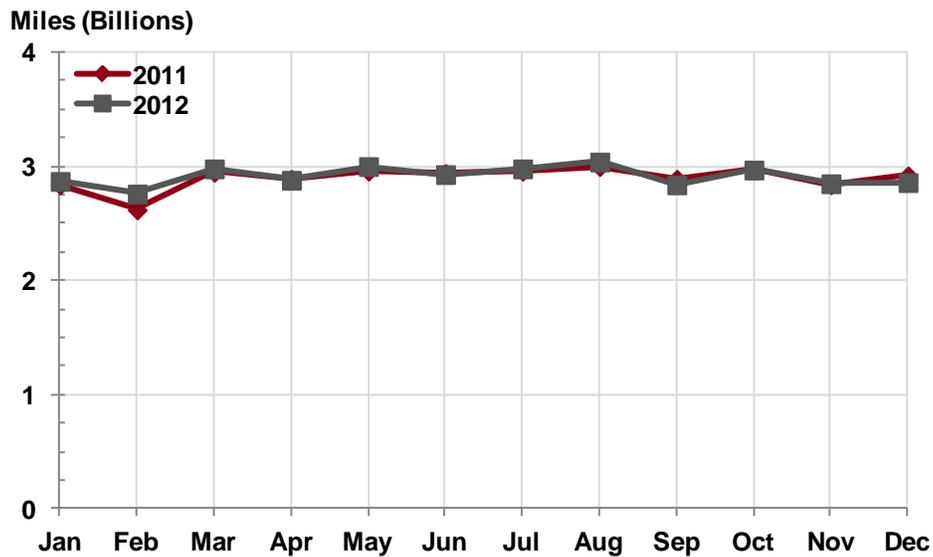


2. TRAVEL DEMAND

Vehicle Miles of Travel, 2012: 34.9 billion miles
Absolute and Percentage Change over 2011: 161.7 million VMT increase; 0.5% increase over 2011
Peak Travel Month, Percentage Change over 2011: August, 3 billion miles, 1.2% increase over 2011

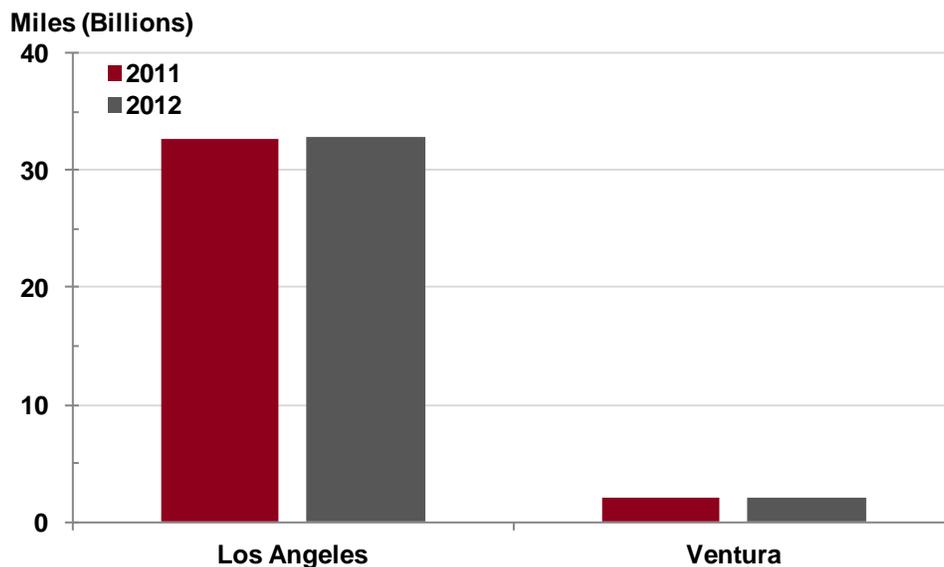
Monthly Trend

Figure 3 (a). TOTAL VEHICLE MILES OF TRAVEL, BY MONTH, 2011–2012



County Trend

Figure 3 (b). TOTAL VEHICLE MILES OF TRAVEL, BY COUNTY, 2011–2012



3. TRAFFIC CONGESTION

3.1. Total and Average Vehicle Hours of Delay at 35 and 60 Miles per Hour

3.1.1 Delay at 35 Miles per Hour

Vehicle Hours of Delay, 35 miles per hour: 40.8 million hours, 7.3% increase over 2011
Average Non-Holiday Weekday Delay, 35: 145,132 hours, 7.9% increase over 2011
Percentage of Statewide VHD at 35mph: 43.6%, 0.4% decrease over 2011

Figure 4. TOTAL VEHICLE HOURS OF DELAY AT 35 MILES PER HOUR, BY MONTH, 2011–2012

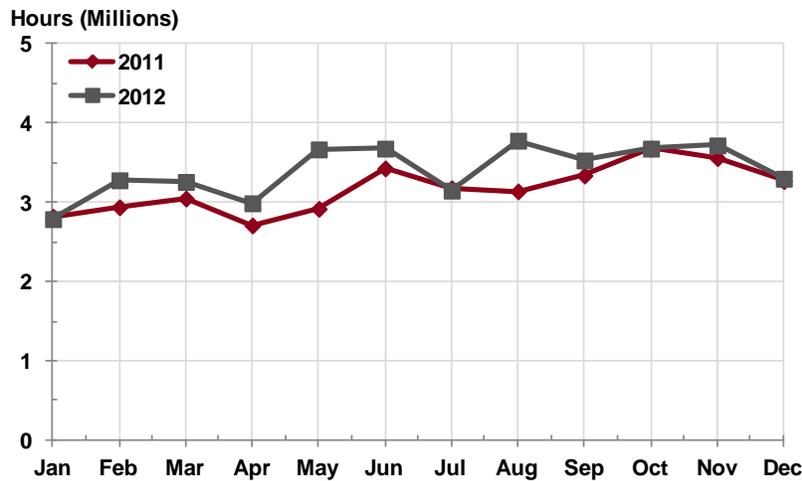
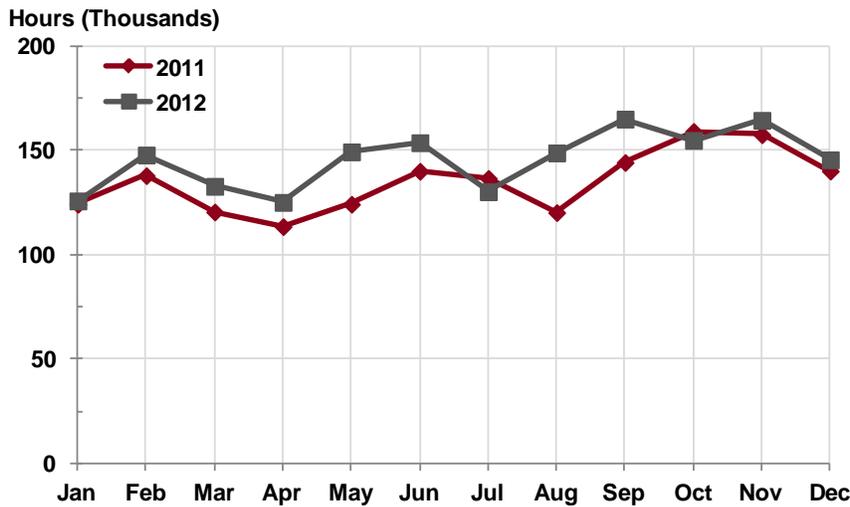


Figure 5. AVERAGE NON-HOLIDAY WEEKDAY VEHICLE HOURS OF DELAY AT 35 MILES PER HOUR, BY MONTH, 2011–2012



3.1.2 Delay at 60 Miles per Hour

Vehicle Hours of Delay, 60 miles per hour: 95.8 million hours, 8% increase over 2011
Average Non-Holiday Weekday Delay, 60: 335,283 hours, 7.9% increase over 2011
Percentage of Statewide VHD at 60mph: 43.2%, 0.3% decrease over 2011

Figure 6. TOTAL VEHICLE HOURS OF DELAY AT 60 MILES PER HOUR, BY MONTH, 2011–2012

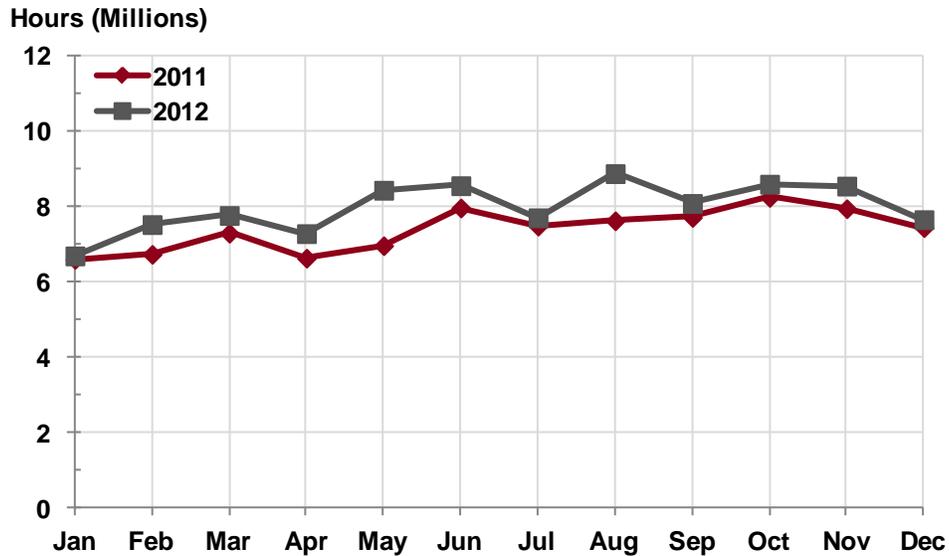
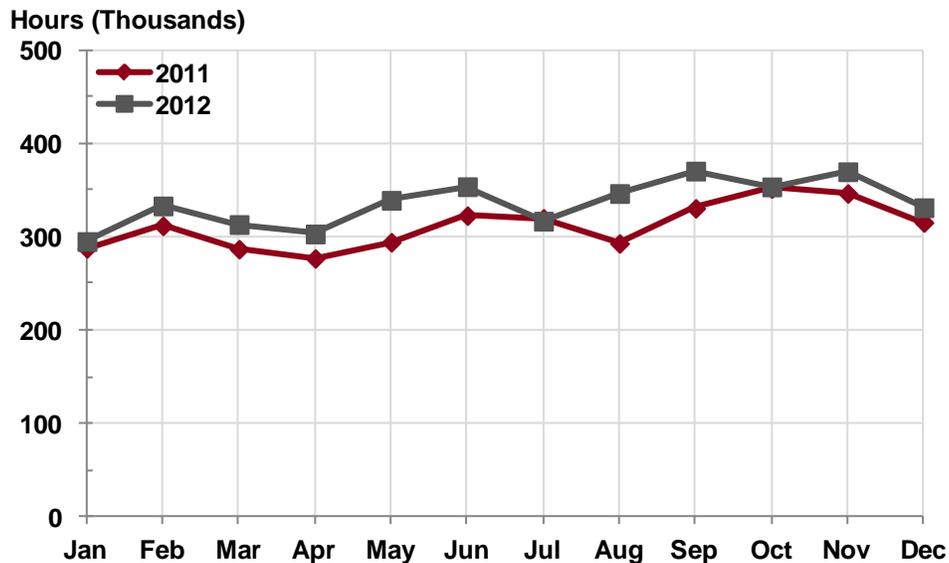


Figure 7. AVERAGE NON-HOLIDAY WEEKDAY VEHICLE HOURS OF DELAY AT 60 MILES PER HOUR, BY MONTH, 2011–2012



3.2. Average Vehicle Hours of Delay by Day of Week

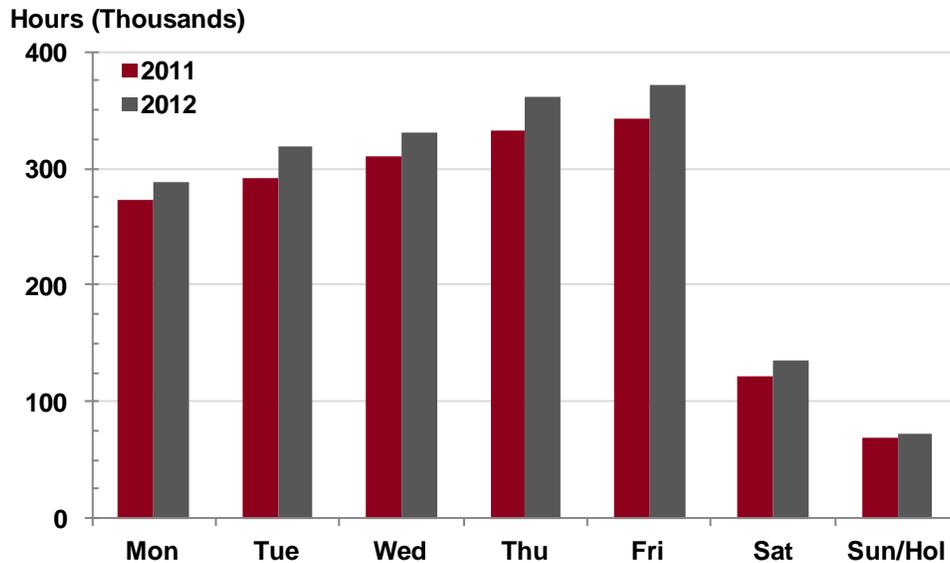
Most Congested Day of the Week, 60 mph: Friday, 371,347 hours, 9% increase over 2011

Highest Absolute Change in Delay, 60mph: Friday, 29,383 VHD increase, 9% increase over 2011

Highest Percentage Change in Delay Saturday, 13,517 VHD increase, 11% increase over 2011

Delay at 60 miles per hour

Figure 8: AVERAGE VEHICLE HOURS OF DELAY AT 60 MILES PER HOUR, BY DAY OF WEEK, 2011–2012



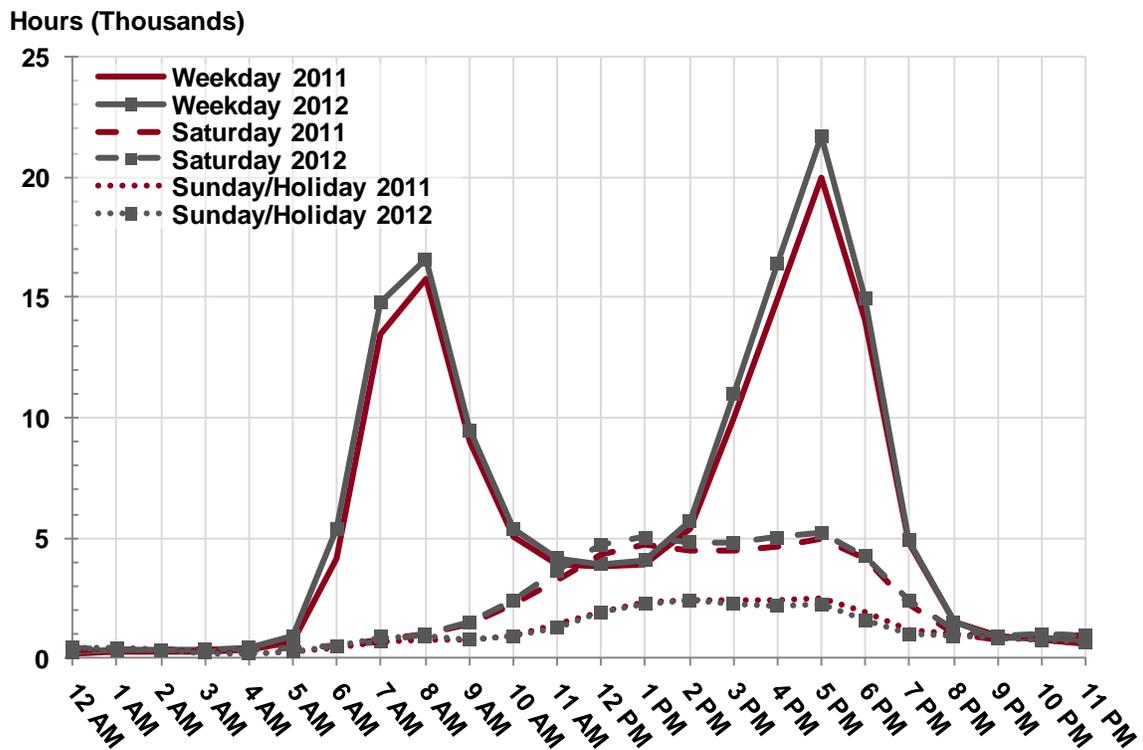
3.3. Average Vehicle Hours of Delay by Hour of Day

3.3.1 Delay at 35 Miles per Hour

- Weekday PM Peak Hour, 35 mph:** 5 PM, 21,670 hours, 8% increase over 2011
- Weekday AM Peak Hour, 35 mph:** 8 AM, 16,566 hours, 5% increase over 2011
- Saturday Peak Hour, 35mph** 5 PM, 5,225 hours, 5% increase over 2011
- Sunday/Holiday Peak Hour, 35mph** 2 PM, 2,412 hours, 2% decrease over 2011

Delay at 35 miles per hour

Figure 9. AVERAGE VEHICLE HOURS OF DELAY AT 35 MILES PER HOUR, BY HOUR OF DAY, 2011–2012

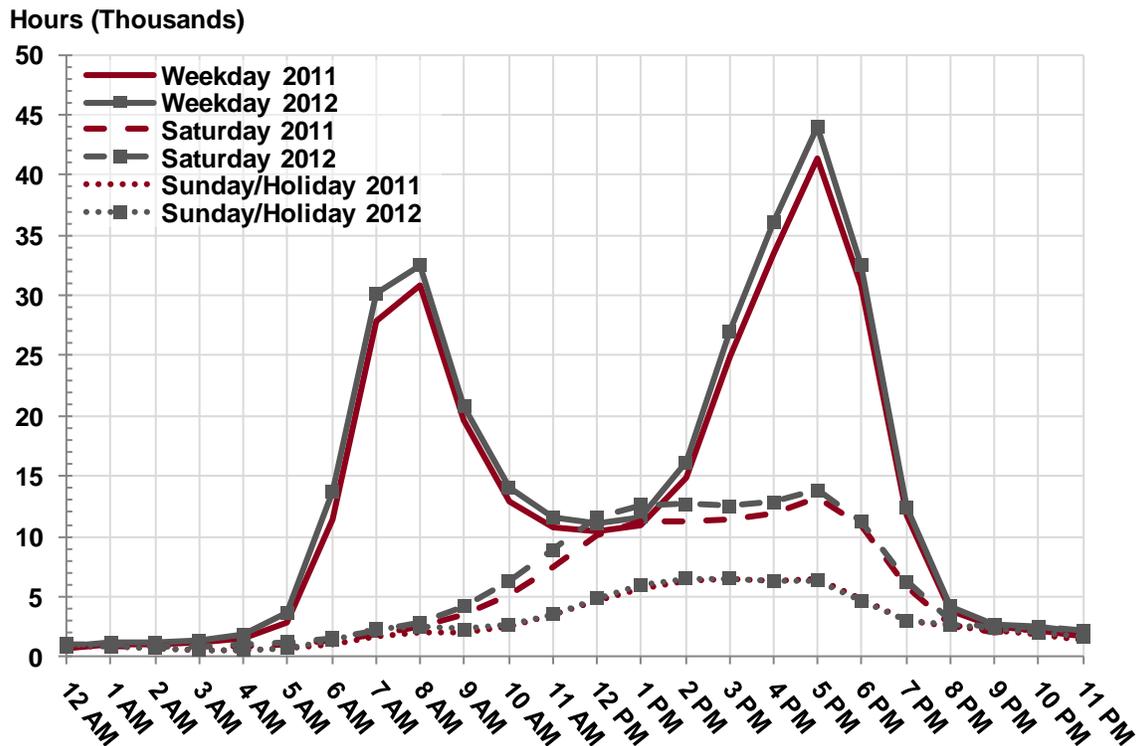


3.3.2 Delay at 60 Miles per Hour

Weekday PM Peak Hour, 60 mph: 5 PM, 44,005 hours, 6% increase over 2011
Weekday AM Peak Hour, 60 mph: 8 AM, 32,504 hours, 5% increase over 2011
Saturday Peak Hour, 60mph 5 PM, 13,844 hours, 5% increase over 2011
Sunday/Holiday Peak Hour, 60mph 2 PM, 6,557 hours, 2% increase over 2011

Delay at 60 miles per hour

Figure 10. AVERAGE VEHICLE HOURS OF DELAY AT 60 MILES PER HOUR, BY HOUR OF DAY, 2011–2012

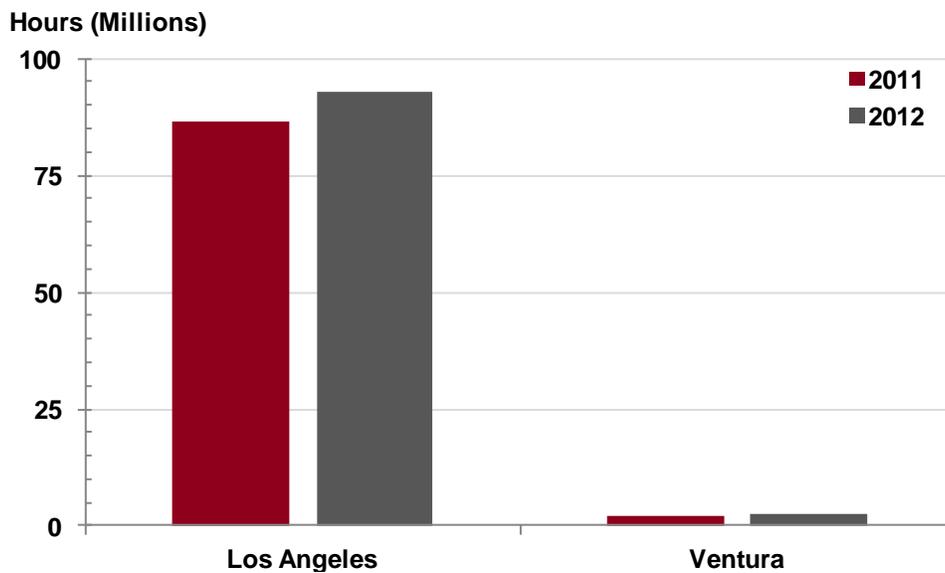


3.4. Total Vehicle Hours of Delay by County

| | |
|-------------------------------------------------------|---------------------------------------------------------------------------------------|
| County with Largest Delay, 60 mph: | Los Angeles, 93 million hours, 7.5% increase over 2011 VHD, 97% of District total VHD |
| County with 2nd Largest Delay, 60mph: | Ventura, 2.7 million hours, 25.4% increase over 2011 VHD, 3% of District total VHD |
| County with Largest Increase in Delay, 60 mph: | Los Angeles, 6.5 million hours, 7.5% increase over 2011 |
| County with Largest Decrease in Delay, 60 mph: | N/A |

Delay at 60 miles per hour

Figure 11. TOTAL ANNUAL VEHICLE HOURS OF DELAY AT 60 MILES PER HOUR, BY COUNTY, 2011–2012

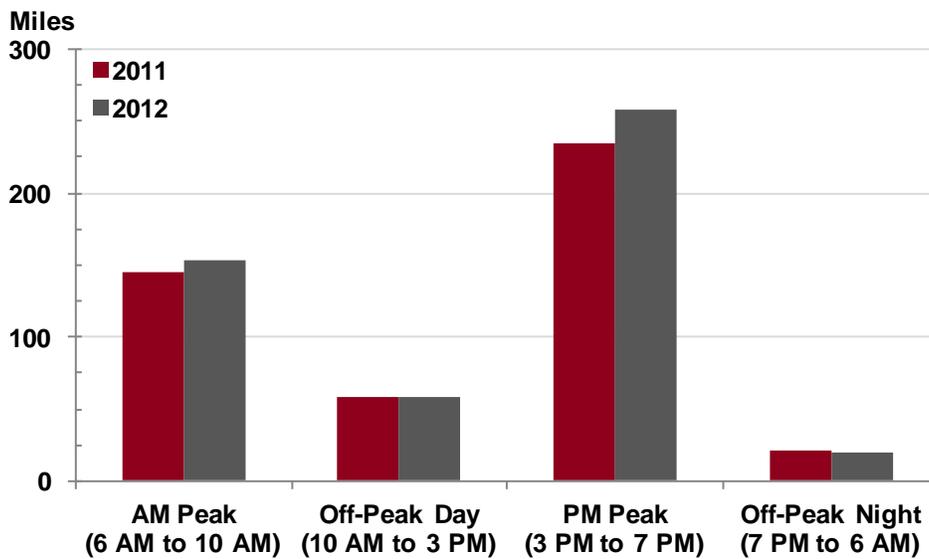


3.5. Lost Productivity

| | |
|------------------------|------------------------------------|
| AM Peak: | 153 miles, 5.5% increase over 2011 |
| Off-Peak Day: | 58 miles, 0.6% decrease over 2011 |
| PM Peak: | 258 miles, 9.6% increase over 2011 |
| Off-Peak Night: | 20 miles, 6.3% decrease over 2011 |

Lost Lane Miles at 35 miles per hour

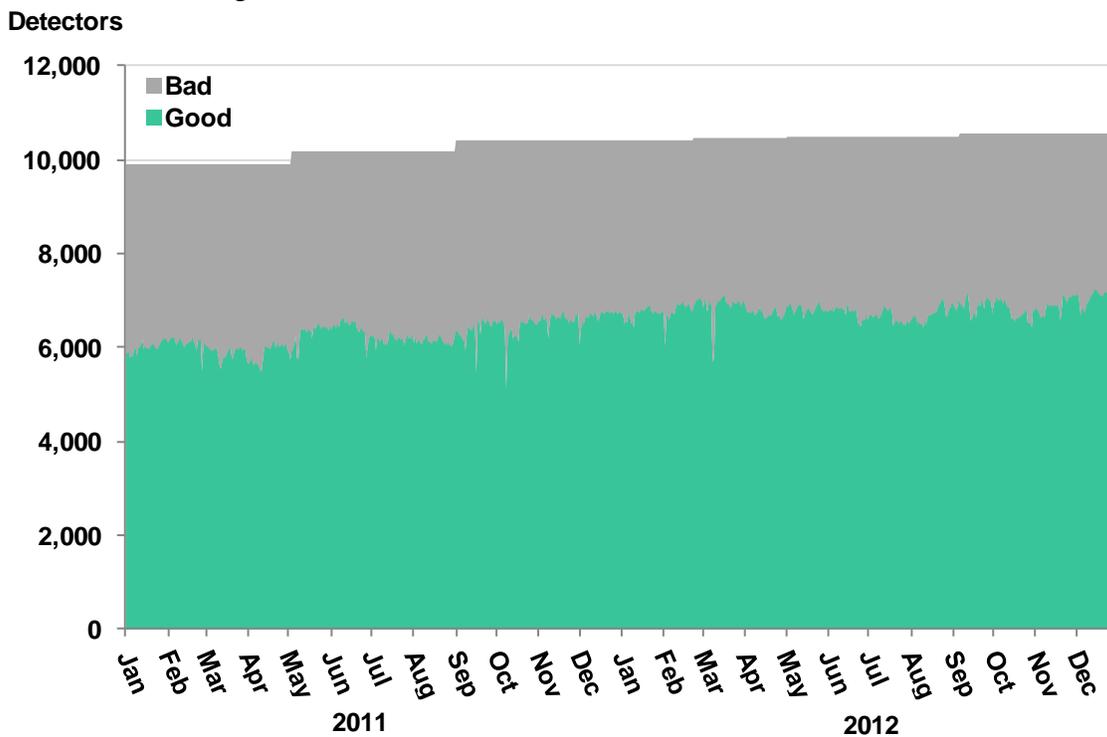
Figure 12. AVERAGE NON-HOLIDAY WEEKDAY EQUIVALENT LOST LANE MILES



4. DETECTOR HEALTH AND DATA QUALITY

Directional Mainline Miles: 2,318 miles
Directional Mainline Miles with Detection: 1,096 miles
Number of Detectors at End of 2012: 10,554, 1% increase over 2011
Average Percentage of Good and Bad Detection: 65% good, 9% increase over 2011; 35% bad, 5.9% decrease over 2011
Number of Days Reporting less Than 50% Working Detection: 0

Figure 13. DETECTOR HEALTH BY DAY, 2011–2012



5. FREEWAY CONGESTION AND BOTTLENECK LOCATIONS

5.1. Congestion by Freeway

Congestion Contributed by Top Congested Freeways: 82,418,630 hours, 86% of total VHD in 2012

Table 3. TOP CONGESTED FREEWAYS, 2011–2012

| Route | County | Vehicle Hours of Delay at 60 mph | | Difference (2012 - 2011) | | Rank | |
|---------------|-------------|----------------------------------|-------------------|--------------------------|-------------|------|------|
| | | 2011 | 2012 | Absolute | Percent | 2011 | 2012 |
| I-5 | Los Angeles | 14,860,558 | 15,720,370 | 859,812 | 6% | 1 | 1 |
| I-405 | Los Angeles | 11,519,515 | 12,627,567 | 1,108,053 | 10% | 2 | 2 |
| SR-101 | Los Angeles | 9,918,324 | 10,567,013 | 648,689 | 7% | 3 | 3 |
| SR-60 | Los Angeles | 9,428,050 | 10,102,098 | 674,047 | 7% | 4 | 4 |
| I-10 | Los Angeles | 7,082,866 | 8,258,162 | 1,175,296 | 17% | 5 | 5 |
| I-210 | Los Angeles | 6,962,310 | 7,933,128 | 970,818 | 14% | 6 | 6 |
| I-110 | Los Angeles | 5,478,239 | 5,935,385 | 457,146 | 8% | 7 | 7 |
| I-605 | Los Angeles | 4,156,413 | 4,476,068 | 319,655 | 8% | 8 | 8 |
| I-105 | Los Angeles | 3,796,836 | 3,413,272 | -383,564 | -10% | 9 | 9 |
| SR-91 | Los Angeles | 3,154,442 | 3,385,568 | 231,126 | 7% | 10 | 10 |
| TOTALS | | 76,357,552 | 82,418,630 | 6,061,078 | 7.9% | | |

5.2. Bottleneck Locations

Total Delay, All AM Bottlenecks, 2012: hours
Top Bottleneck Delay, AM, 2012: hours
Percentage Top Bottleneck Delay of Total Bottleneck Delay, AM, 2012:

Table 4 (a). TOP BOTTLENECKS, AM PEAK PERIOD, 2012

Forthcoming

Total Delay, All PM Bottlenecks, 2012: hours
Top Bottleneck Delay, PM, 2012: hours
Percentage Top Bottleneck Delay of Total Bottleneck Delay, PM, 2012:

Table 4 (b). TOP BOTTLENECKS, PM PEAK PERIOD, 2012

Forthcoming

Figure 14 (a). BOTTLENECKS AND CONGESTED SEGMENTS, AM PEAK PERIOD, 2012

Forthcoming

Figure 14 (b). BOTTLENECKS AND CONGESTED SEGMENTS, PM PEAK PERIOD, 2012

Forthcoming