District 12 Mobility Performance Report

2017 1st. Quarter

DEPARTMENT OF TRANSPORTATION

April 13, 2017 District 12 TMC

DISTRICT 12 MOBILITY PERFORMANCE REPORT

2017 1st. Quarter

EXECUTIVE SUMMARY

Overview

Caltrans District 12 (Orange County) is located in southern California and is neighbors with District 7 (Los Angeles), District 8 (San Bernardino), and District 11 (San Diego). As of July 2016 the total population in Orange County was 3,172,532. Orange County is the third most populous county in California, the sixth-most populous in the United States, and more populous than twenty-one U.S. states. Its county seat is Santa Ana. It is the second most densely populated county in the state.

The Mobility Performance quarterly analysis compares information from the most recent quarter and the previous 4 quarters, involving the following performance measures:

- Vehicle Miles of Travel (VMT)
- Vehicle Hours of Delay (VHD)
- Lost Lane Miles (LLM)
- o Detector Health

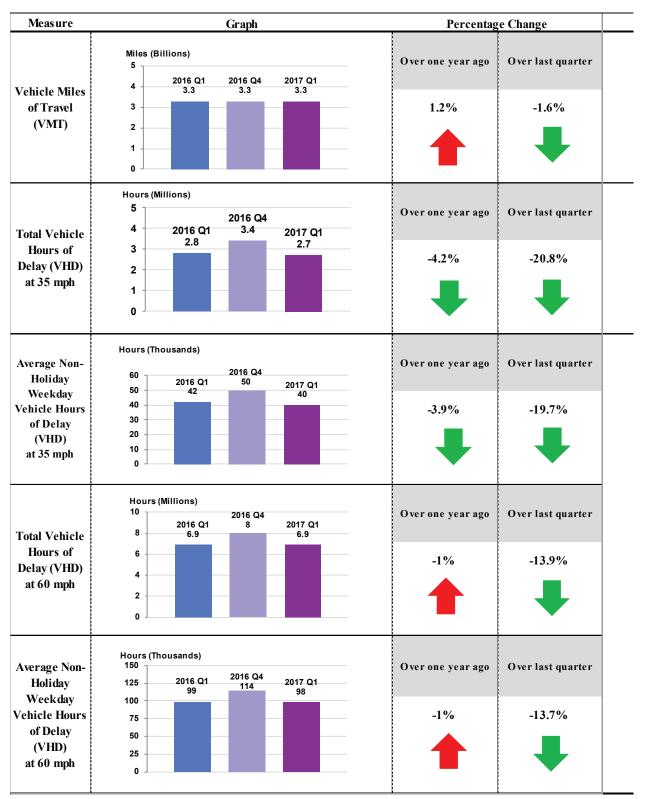
This information is based on data collected every day of the quarter, twenty-four hours a day, by automated vehicle detector stations deployed on urban-area freeways where congestion is regularly experienced. The MPR uses congestion at two speed thresholds: delay from vehicles traveling below 35 MPH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

FINDINGS

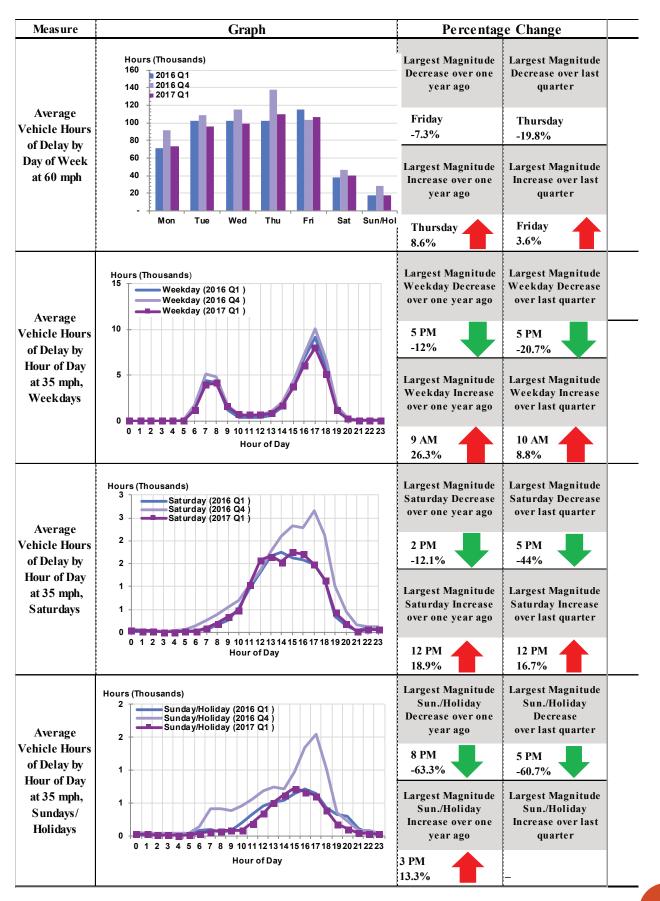
In the first quarter, at 35 mph threshold, the total delay equaled to 2.7 million vehicle hours of delay (VHD) and at 60 mph threshold, the total delay was 6.9 million VHD. The average weekday VHD in this quarter was 40 thousand hours of delay at 35 MPH and 98 thousand hours of delay at 60 MPH.

Name	Туре	Shift	Abs PM	CA PM	Latitude	Longitude	# Days Active	Avg Extent (Miles)	Total Delay (veh-hrs)	Total Duration (mins)
EDINGER 2	ML	PM	9.41	R9.41	33.726049	-117.83503	62	3.475806452	89008	12830
BROOKHUR2	ML	PM	13.74	13.97	33.707312	-117.956518	61	3.729508197	58306.5	8195
WARNER	ML	AM	14.49	14.72	33.714839	-117.965935	61	3.71147541	52231.5	8985
CHAPMAN 3	ML	AM	6.531	17.18	33.872312	-117.880462	61	4.431147541	47574.1	13615
LINCOLN 2	ML	PM	17.102	17.12	33.837111	-117.834992	58	3.694827586	42571.9	11625
BEACH 2	ML	PM	16.53	16.76	33.734759	-117.992088	36	2.655555556	35453.7	5150
VICTORIA1	ML	PM	2.77	R2.77	33.651901	-117.908673	47	2.7	32541.4	6160
MAIN 1	ML	AM	105.188	33	33.766429	-117.866976	62	1.517741935	31000.5	11485
NEWLAND	ML	PM	15.64	15.87	33.726501	-117.980188	28	4.525	30345.6	2860
1ST	ML	PM	103.051	30.8	33.744413	-117.841283	62	0.717741935	28966.6	14900

Top 10 Bottlenecks for 1st Quarter



Quarterly Mobility Statistics



Measure	Graph	Percentage Change			
Total Vehicle Hours of Delay (VHD) by County at 35 mph	Hours (Millions) 5 2016 Q1 = 2016 Q4 = 2017 Q1	Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter		
		Orange -4.2%	Orange -20.8%		
	0	Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter		
	Orange	-	-		
Average Non- Holiday Weekday Equivalent Lost Lane Mile Hours at 35 mph	Miles 125 2016 Q1 2016 Q4 100 2017 Q1	Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter		
	75	PM Peak -12.1%	PM Peak -19.7%		
	25 0 AM Peak Off-Peak Day PM Peak Off-Peak Night (6 AM to 10 (10 AM to 3 (3 PM to 7 PM) (7 PM to 6 AM)	Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter		
	AM) PM)	Off-Peak Day	_		
Average Number of Good and Bad Detectors	Number of Detectors 7,500 Average of Good Average of Bad	Change in Good over one year ago	Change in Good over last quarter		
	5,000 1,004 1,006 1,331	-5%	-7%		
	2,500 4,453 4,545 4,248	Change in Bad over one year ago	Change in Bad over last quarter		
	0 2016 Q1 2016 Q4 2017 Q1	33%	32%		

Congestion by Route											
		Vehicle Hours of Delay at 35 mph			Difference 2017 Q1-2016 Q1		Difference 2017 Q1-2016 Q4		Rank		
Route	County	2016 Q1	2016 Q4	2017 Q1	Absolute	Percentage	Absolute	Percentage	2016 Q1	2016 Q4	2017 Q1
I405	Orange	841,197	880,160	13,438	-827,759	-98.4%	-866,722	-98.5%	2	2	1
15	Orange	894,138	901,516	12,010	-882,128	-98.7%	-889,507	-98.7%	1	1	2
SR55	Orange	483,868	501,147	7,314	-476,554	-98.5%	-493,833	-98.5%	3	4	3
SR91	Orange	421,028	642,451	3,707	-417,321	-99.1%	-638,744	-99.4%	5	3	4
SR57	Orange	428,991	392,755	3,511	-425,480	-99.2%	-389,244	-99.1%	4	5	5
SR22	Orange	147,306	136,610	3,216	-144,090	-97.8%	-133,394	-97.6%	6	6	6
SR73	Orange	121,335	127,576	907	-120,428	-99.3%	-126,669	-99.3%	7	7	7
SR241	Orange	26,683	31,632	557	-26,126	-97.9%	-31,075	-98.2%	8	8	8
1605	Orange	13,431	25,311	61	-13,370	-99.5%	-25,250	-99.8%	10	9	9
SR133	Orange	15,766	9,697	24	-15,742	-99.8%	-9,672	-99.7%	9	10	10
SR261	Orange	680	727	6	-674	-99.1%	-721	-99.2%	11	11	11
SR39	Orange	292	0	0	-292	-100.0%	0		12		
SR142	Orange	118	0	0	-118	-100.0%	0		13		
SR74	Orange	18	0	0	-18	-100.0%	0		14		