

District 11 Mobility Performance Report

2019 Second Quarter

DEPARTMENT OF TRANSPORTATION

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District 11 Mobility Performance Report

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EXECUTIVE SUMMARY

Overview

Caltrans District 11 consists of both the Imperial and San Diego counties, with San Diego having a population of approximately 3,100,000 residents and Imperial County with approximately 175,000 residents. Although, District 11 is composed of these two counties, Imperial County does not report any performance data due to less population.

The Mobility Performance quarterly analysis compares traffic information with the information collected in the same quarter over a year ago. In addition, it compares traffic information with its preceding quarter. The following parameters are used to show the performance measures of the area freeways:

- 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 total congestion. These thresholds are set by Caltrans and are based upon engineering experience and District input.

FINDINGS

In the second quarter of 2019, the total delay equaled 3.4 million VHD at the 35mph speed threshold, and 7.1 million VHD at the 60mph threshold. The average weekday delay experienced in this quarter was approximately 47 thousand VHD at 35 mph, and 99 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)
I5-N	5N Lomas Santa Fe EB	PM	37.26	R37.37	63	5.03	165,497.50	12,655.00
I805-S	805 SB @ 15	PM	14.70	14.852	61	7.38	151,239.60	6,885.00
I805-N	805 NB N-O 52	AM	23.50	23.65	64	3.51	138,175.80	13,120.00
I805-S	805 SB N-O 15	PM	15.17	15.321	61	7.53	103,456.70	4,190.00
I5-S	5 S N-O VISTA VIEW	AM	39.06	R39.201	64	5.83	96,041.60	8,760.00
I5-S	EB CLAIREMONT DR	PM	21.97	R22.082	56	7.48	80,793.90	4,380.00
I5-S	5th Ave	PM	16.00	R16.11	64	2.52	80,709.80	9,665.00
I15-S	WB SR-274-BALBOA AVE	PM	9.37	R9.196	64	2.59	75,044.60	8,550.00
I5-N	Cannon Rd	PM	48.00	R48.104	63	3.08	67,248.70	11,040.00
I805-N	At I715	AM	14.70	14.85	63	3.00	63,408.20	7,175.00

Quarterly Mobility Statistics

Measure	Graph	Percentage Change									
Vehicle Miles of Travel (VMT)	Miles (Billions) <table><tr><th>Period</th><th>VMT (Billions)</th></tr><tr><td>2018 Q2</td><td>3.7</td></tr><tr><td>2019 Q1</td><td>3.5</td></tr><tr><td>2019 Q2</td><td>3.7</td></tr></table>	Period	VMT (Billions)	2018 Q2	3.7	2019 Q1	3.5	2019 Q2	3.7	Over one year ago	Over last quarter
		Period	VMT (Billions)								
2018 Q2	3.7										
2019 Q1	3.5										
2019 Q2	3.7										
		-0.3% 	6.1% 								
Total Vehicle Hours of Delay (VHD) at 35 mph	Hours (Millions) <table><tr><th>Period</th><th>VHD (Millions)</th></tr><tr><td>2018 Q2</td><td>3.4</td></tr><tr><td>2019 Q1</td><td>3.7</td></tr><tr><td>2019 Q2</td><td>3.4</td></tr></table>	Period	VHD (Millions)	2018 Q2	3.4	2019 Q1	3.7	2019 Q2	3.4	Over one year ago	Over last quarter
		Period	VHD (Millions)								
2018 Q2	3.4										
2019 Q1	3.7										
2019 Q2	3.4										
		-0.3% 	-8.7% 								
Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 35 mph	Hours (Thousands) <table><tr><th>Period</th><th>VHD (Thousands)</th></tr><tr><td>2018 Q2</td><td>47</td></tr><tr><td>2019 Q1</td><td>56</td></tr><tr><td>2019 Q2</td><td>47</td></tr></table>	Period	VHD (Thousands)	2018 Q2	47	2019 Q1	56	2019 Q2	47	Over one year ago	Over last quarter
		Period	VHD (Thousands)								
2018 Q2	47										
2019 Q1	56										
2019 Q2	47										
		-0.5% 	-15.4% 								
Total Vehicle Hours of Delay (VHD) at 60 mph	Hours (Millions) <table><tr><th>Period</th><th>VHD (Millions)</th></tr><tr><td>2018 Q2</td><td>7.1</td></tr><tr><td>2019 Q1</td><td>7.5</td></tr><tr><td>2019 Q2</td><td>7.1</td></tr></table>	Period	VHD (Millions)	2018 Q2	7.1	2019 Q1	7.5	2019 Q2	7.1	Over one year ago	Over last quarter
		Period	VHD (Millions)								
2018 Q2	7.1										
2019 Q1	7.5										
2019 Q2	7.1										
		0.5% 	-5.1% 								
Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 60 mph	Hours (Thousands) <table><tr><th>Period</th><th>VHD (Thousands)</th></tr><tr><td>2018 Q2</td><td>98</td></tr><tr><td>2019 Q1</td><td>112</td></tr><tr><td>2019 Q2</td><td>99</td></tr></table>	Period	VHD (Thousands)	2018 Q2	98	2019 Q1	112	2019 Q2	99	Over one year ago	Over last quarter
		Period	VHD (Thousands)								
2018 Q2	98										
2019 Q1	112										
2019 Q2	99										
		0.7% 	-11.7% 								

Measure	Graph	Percentage Change	
Average Vehicle Hours of Delay by Day of Week at 60 mph	Hours (Thousands) ■ 2018 Q2 ■ 2019 Q1 ■ 2019 Q2	Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter
		Friday -6.4%	Monday -19.6%
		Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter
		Monday 11.7%	Sun/Hol 61%
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Weekdays	Hours (Thousands) — Weekday (2018 Q2) — Weekday (2019 Q1) — Weekday (2019 Q2)	Largest Magnitude Weekday Decrease over one year ago	Largest Magnitude Weekday Decrease over last quarter
		5 PM -12.7%	5 PM -16.8%
		Largest Magnitude Weekday Increase over one year ago	Largest Magnitude Weekday Increase over last quarter
		8 AM 30.3%	1 PM 18.2%
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Saturdays	Hours (Thousands) — Saturday (2018 Q2) — Saturday (2019 Q1) — Saturday (2019 Q2)	Largest Magnitude Saturday Decrease over one year ago	Largest Magnitude Saturday Decrease over last quarter
		4 PM -6.5%	6 PM -26.2%
		Largest Magnitude Saturday Increase over one year ago	Largest Magnitude Saturday Increase over last quarter
		10 AM 16.5%	3 PM 30.5%
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Sundays/Holidays	Hours (Thousands) — Sunday/Holiday (2018 Q2) — Sunday/Holiday (2019 Q1) — Sunday/Holiday (2019 Q2)	Largest Magnitude Sun./Holiday Decrease over one year ago	Largest Magnitude Sun./Holiday Decrease over last quarter
		5 PM -21.6%	7 PM -35.2%
		Largest Magnitude Sun./Holiday Increase over one year ago	Largest Magnitude Sun./Holiday Increase over last quarter
		1 PM 25.5%	1 PM 132.6%

Measure	Graph	Percentage Change	
Total Vehicle Hours of Delay (VHD) by County at 35 mph	Hours (Millions) San Diego	Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter
		San Diego -0.3%	San Diego -8.7%
		Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter
		—	—
Average Non-Holiday Weekday Equivalent Lost Lane Mile Hours at 35 mph	Miles 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)	Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter
		PM Peak -8.3%	PM Peak -14.5%
		Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter
		AM Peak 26.6%	Off-Peak Day 2.3%
Average Number of Good and Bad Detectors	Number of Detectors 2018 Q2 2019 Q1 2019 Q2	Change in Good over one year ago	Change in Good over last quarter
		-2%	0.1%
		Change in Bad over one year ago	Change in Bad over last quarter
		10%	-1%

Congestion by Route											
Route	County	Vehicle Hours of Delay at 35 mph			Difference 2019 Q2-2018 Q2		Difference 2019 Q2-2019 Q1		Rank		
		2018 Q2	2019 Q1	2019 Q2	Absolute	Percentage	Absolute	Percentage	2018 Q2	2019 Q1	2019 Q2
I5	San Diego	1,242,539	1,235,695	1,208,222	-34,317	-2.8%	-27,473	-2.2%	1	1	1
II5	San Diego	575,608	685,469	645,955	70,347	12.2%	-39,515	-5.8%	3	3	2
I805	San Diego	595,196	708,608	604,900	9,705	1.6%	-103,707	-14.6%	2	2	3
SR78	San Diego	224,365	256,698	223,334	-1,030	-0.5%	-33,364	-13.0%	4	4	4
SR125	San Diego	162,628	204,299	170,862	8,234	5.1%	-33,437	-16.4%	6	5	5
I8	San Diego	171,485	190,661	153,902	-17,583	-10.3%	-36,759	-19.3%	5	6	6
SR163	San Diego	140,540	119,802	129,276	-11,264	-8.0%	9,473	7.9%	7	7	7
SR52	San Diego	113,304	99,917	86,631	-26,673	-23.5%	-13,286	-13.3%	8	8	8
SR94	San Diego	64,736	82,203	60,768	-3,968	-6.1%	-21,436	-26.1%	9	9	9
SR56	San Diego	62,011	74,365	59,542	-2,470	-4.0%	-14,824	-19.9%	10	10	10
SR76	San Diego	5,808	4,266	3,642	-2,166	-37.3%	-624	-14.6%	11	12	11
I905	San Diego	4,001	7,128	3,573	-428	-10.7%	-3,555	-49.9%	12	11	12
SR54	San Diego	1,309	3,783	2,008	699	53.4%	-1,775	-46.9%	13	13	13
SR67	San Diego	134	1,415	698	564	421.9%	-717	-50.7%	14	14	14
TOTALS		3,363,663	3,674,311	3,353,313	-10,350	-0.3%	-320,998	-8.7%			