

District 11 Mobility Performance Report

2019 Third Quarter

DEPARTMENT OF TRANSPORTATION

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District 11 Mobility Performance Report

2019 Third Quarter

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 third quarter of 2019, the total delay equaled 3.6 million VHD at the 35mph speed threshold, and 7.4 million VHD at the 60mph threshold. The average weekday delay experienced in this quarter was approximately 50 thousand VHD at 35mph, and 103 thousand VHD at 60mph.

Top Ten Bottlenecks for the Quarter 3

Fwy	Location	Shift	Abs PM	CA PM	# Days Active	Avg Extent (Miles)	Total Delay (veh-hrs)	Total Duration (mins)
I805-S	805 SB @ 15	PM	14.70	14.852	63	7.19	145,182.50	6,795.00
I805-N	805 NB N-O 52	AM	23.50	23.65	63	3.43	133,780.20	12,730.00
I805-S	805 SB N-O 15	PM	15.17	15.321	61	7.81	121,640.30	4,520.00
I5-S	5th Ave	PM	16.00	R16.11	63	2.88	98,411.80	9,230.00
I5-S	5 S N-O VISTA VIEW	AM	39.06	R39.201	62	5.85	95,737.50	8,630.00
I5-S	EB CLAIREMONT DR	PM	21.97	R22.082	57	7.24	95,031.40	4,650.00
I15-S	WB SR-274-BALBOA AVE	PM	9.37	R9.196	64	2.83	93,972.40	9,475.00
SR78-E	Barham Dr	PM	14.86	14.86	52	5.63	86,074.20	7,720.00
I5-N	Cannon Rd	PM	48.00	R48.104	63	3.06	80,389.90	12,395.00
I5-N	5 N S-O MANCHESTER	PM	37.97	R38.08	51	5.42	70,174.30	5,140.00

Quarterly Mobility Statistics

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>2018 Q3</td><td>3.8</td></tr><tr><td>2019 Q2</td><td>3.7</td></tr><tr><td>2019 Q3</td><td>3.8</td></tr></tbody></table>	Quarter	VMT (Billions)	2018 Q3	3.8	2019 Q2	3.7	2019 Q3	3.8	Over one year ago	Over last quarter
		Quarter	VMT (Billions)								
2018 Q3	3.8										
2019 Q2	3.7										
2019 Q3	3.8										
		0.3% ↑	1.5% ↑								
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>2018 Q3</td><td>3.5</td></tr><tr><td>2019 Q2</td><td>3.4</td></tr><tr><td>2019 Q3</td><td>3.6</td></tr></tbody></table>	Quarter	VHD (Millions)	2018 Q3	3.5	2019 Q2	3.4	2019 Q3	3.6	Over one year ago	Over last quarter
		Quarter	VHD (Millions)								
2018 Q3	3.5										
2019 Q2	3.4										
2019 Q3	3.6										
		0.1% ↑	5.9% ↑								
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>2018 Q3</td><td>50</td></tr><tr><td>2019 Q2</td><td>47</td></tr><tr><td>2019 Q3</td><td>50</td></tr></tbody></table>	Quarter	VHD (Thousands)	2018 Q3	50	2019 Q2	47	2019 Q3	50	Over one year ago	Over last quarter
		Quarter	VHD (Thousands)								
2018 Q3	50										
2019 Q2	47										
2019 Q3	50										
		-0.6% ↓	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>2018 Q3</td><td>7.4</td></tr><tr><td>2019 Q2</td><td>7.1</td></tr><tr><td>2019 Q3</td><td>7.4</td></tr></tbody></table>	Quarter	VHD (Millions)	2018 Q3	7.4	2019 Q2	7.1	2019 Q3	7.4	Over one year ago	Over last quarter
		Quarter	VHD (Millions)								
2018 Q3	7.4										
2019 Q2	7.1										
2019 Q3	7.4										
		0.7% ↑	4.7% ↑								
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>2018 Q3</td><td>104</td></tr><tr><td>2019 Q2</td><td>99</td></tr><tr><td>2019 Q3</td><td>103</td></tr></tbody></table>	Quarter	VHD (Thousands)	2018 Q3	104	2019 Q2	99	2019 Q3	103	Over one year ago	Over last quarter
		Quarter	VHD (Thousands)								
2018 Q3	104										
2019 Q2	99										
2019 Q3	103										
		-0.3% ↓	4.7% ↑								

Measure	Graph	Percentage Change	
Average Vehicle Hours of Delay by Day of Week at 60 mph	Hours (Thousands) ■ 2018 Q3 ■ 2019 Q2 ■ 2019 Q3	Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter
		Tuesday -6.6%	Sun/Hol -12.2%
		Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter
		Thursday 6.5%	Thursday 12.2%
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Weekdays	Hours (Thousands) — Weekday (2018 Q3) — Weekday (2019 Q2) — Weekday (2019 Q3)	Largest Magnitude Weekday Decrease over one year ago	Largest Magnitude Weekday Decrease over last quarter
		7 AM -7.3%	7 AM -15.6%
		Largest Magnitude Weekday Increase over one year ago	Largest Magnitude Weekday Increase over last quarter
		5 PM 1.3%	5 PM 13.8%
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Saturdays	Hours (Thousands) — Saturday (2018 Q3) — Saturday (2019 Q2) — Saturday (2019 Q3)	Largest Magnitude Saturday Decrease over one year ago	Largest Magnitude Saturday Decrease over last quarter
		5 PM -23.5%	5 PM -18.4%
		Largest Magnitude Saturday Increase over one year ago	Largest Magnitude Saturday Increase over last quarter
		11 AM 13.9%	11 AM 34.4%
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Sundays/Holidays	Hours (Thousands) — Sunday/Holiday (2018 Q3) — Sunday/Holiday (2019 Q2) — Sunday/Holiday (2019 Q3)	Largest Magnitude Sun./Holiday Decrease over one year ago	Largest Magnitude Sun./Holiday Decrease over last quarter
		9 PM -78%	3 PM -20.1%
		Largest Magnitude Sun./Holiday Increase over one year ago	Largest Magnitude Sun./Holiday Increase over last quarter
		10 AM 35%	10 AM 80%

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
		—	—
		Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter
		San Diego 0.1%	San Diego 5.9%
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
		Off-Peak Night -10.2%	AM Peak -11.1%
		Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter
		AM Peak 6.1%	PM Peak 12.4%
Average Number of Good and Bad Detectors	Number of Detectors 2018 Q3 2019 Q2 2019 Q3	Change in Good over one year ago	Change in Good over last quarter
		0.1%	-1.0%
		Change in Bad over one year ago	Change in Bad over last quarter
		-5%	1%

Congestion by Route											
Route	County	Vehicle Hours of Delay at 35 mph			Difference 2019 Q3-2018 Q3		Difference 2019 Q3-2019 Q2		Rank		
		2018 Q3	2019 Q2	2019 Q3	Absolute	Percentage	Absolute	Percentage	2018 Q3	2019 Q2	2019 Q3
I5	San Diego	1,341,444	1,208,222	1,331,558	-9,886	-0.7%	123,336	10.2%	1	1	1
I805	San Diego	647,941	604,900	640,136	-7,805	-1.2%	35,236	5.8%	2	3	2
I15	San Diego	567,948	645,955	611,187	43,238	7.6%	-34,768	-5.4%	3	2	3
SR78	San Diego	236,631	223,334	247,553	10,921	4.6%	24,218	10.8%	4	4	4
SR125	San Diego	174,139	170,862	178,961	4,822	2.8%	8,098	4.7%	6	5	5
I8	San Diego	184,293	153,902	175,847	-8,446	-4.6%	21,945	14.3%	5	6	6
SR163	San Diego	135,404	129,276	137,224	1,820	1.3%	7,949	6.1%	7	7	7
SR52	San Diego	118,935	86,631	83,139	-35,796	-30.1%	-3,492	-4.0%	8	8	8
SR56	San Diego	64,371	59,542	72,137	7,766	12.1%	12,596	21.2%	10	10	9
SR94	San Diego	65,629	60,768	54,836	-10,792	-16.4%	-5,931	-9.8%	9	9	10
I905	San Diego	6,660	3,573	9,277	2,617	39.3%	5,704	159.7%	11	12	11
SR76	San Diego	2,863	3,642	5,983	3,120	109.0%	2,341	64.3%	12	11	12
SR54	San Diego	1,202	2,008	2,044	843	70.1%	36	1.8%	13	13	13
SR67	San Diego	7	698	131	124	1881.8%	-567	-81.3%	14	14	14
SR11	San Diego	0	0	1	1		1				15
TOTALS		3,547,466	3,353,313	3,550,014	2,548	0.1%	196,701	5.9%			

Route 11 started to report data on Q3 2019.