

District 05 Mobility Performance Report

2022 Third Quarter

DEPARTMENT OF TRANSPORTATION

October 27, 2022
: Sam Toh

2022 Third Quarter

EXECUTIVE SUMMARY

Overview

Caltrans District 5 contains five counties located along the central coast of California: Santa Barbara, San Luis Obispo, Monterey, Santa Cruz and San Benito Counties. All counties are in urban settings within city limits and rural settings outside city limits. Santa Cruz and Monterey are the top two most congested counties in the 3rd quarter.

The Mobility Performance quarterly analysis compares information with over a year ago and over last quarter in the following performance measures:

- 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 all congestion, both light and heavy. These thresholds are set by Caltrans and are based upon engineering experience and District input.

FINDINGS

In the third quarter, total delay equaled 440,051 vehicle hours of delay (VHD) at the 35 mph speed threshold, and 1,042,115 VHD at the 60 mph threshold. The average weekday delay experienced in this quarter was approximately 5,292 VHD at 35 mph, and 12,119 VHD at 60 mph.

Top Ten Bottlenecks for Quarter 3

County	Fwy	Location	Type	Shift	Abs PM	CA PM	Latitude	Longitude	# Days Active	Avg Extent (Miles)	Total Delay (veh-hrs)	Total Duration (mins)
SCR	SR1-S	BAY AVE - PORTER ST AT HWY 1 SB	ML	PM	364.577	13.279	36.983018	-121.958510	62	2.41	40877.10	13525.00
MON	SR1-N	SAN JUAN RD NB 101 VDS MLNB NB	ML	PM	330.075	R79.54	36.611936	-121.855030	62	3.23	27049.30	9200.00
SB	US101-S	SAN YSIDRO RD 101 NB VDS MLSB SB	ML	PM	92.928	10.04	34.422455	-119.632021	62	2.73	14050.10	6975.00
SCR	SR1-S	700' N of 001 NB Overcrossing	ML	PM	368.508	17.21	36.986035	-122.024092	38	8.40	13470.40	2400.00
SB	US101-S	HWY 150 AT 101 NB VDS MLSB SB	ML	PM	83.993	0.957	34.385615	-119.489724	37	1.47	12311.80	3895.00
SCR	SR1-S	STATE PARK DR AT HWY 1 NB VDS ML	ML	PM	361.617	10.319	36.976222	-121.907143	60	2.67	11862.70	7680.00
SCR	SR1-N	PARK AVE AT HWY 1 SB VDS MLNB NB	ML	AM	363.679	12.338	36.984060	-121.941535	38	3.52	8665.60	3730.00
SCR	SR1-N	BAY AVE - PORTER ST AT HWY 1 NB	ML	PM	364.373	13.032	36.983544	-121.954147	62	0.50	6811.20	13605.00
SLO	US101-S	SPYGLASS DR 101 SB VDS MLSB SB	ML	PM	193.322	R19.797	35.163842	-120.686844	61	1.87	5791.80	6440.00
MON	SR1-N	WEST OF PASADERA DR HWY 68 WB VD	ML	PM	324.954	74.419	36.564440	-121.911973	63	1.51	5240.90	9125.00

Quarterly Mobility Statistics

Measure	Graph	Percentage Change									
Vehicle Miles of Travel (VMT)	Miles (Billions) <table><tr><th>Quarter</th><th>VMT (Billions)</th></tr><tr><td>2021 Q3</td><td>1.00</td></tr><tr><td>2022 Q2</td><td>0.97</td></tr><tr><td>2022 Q3</td><td>1.07</td></tr></table>	Quarter	VMT (Billions)	2021 Q3	1.00	2022 Q2	0.97	2022 Q3	1.07	Over one year ago	Over last quarter
		Quarter	VMT (Billions)								
2021 Q3	1.00										
2022 Q2	0.97										
2022 Q3	1.07										
		6.8% ↑	10.2% ↑								
Total Vehicle Hours of Delay (VHD) at 35 mph	Hours (Thousands) <table><tr><th>Quarter</th><th>VHD (Thousands)</th></tr><tr><td>2021 Q3</td><td>458.7</td></tr><tr><td>2022 Q2</td><td>419.5</td></tr><tr><td>2022 Q3</td><td>440.1</td></tr></table>	Quarter	VHD (Thousands)	2021 Q3	458.7	2022 Q2	419.5	2022 Q3	440.1	Over one year ago	Over last quarter
		Quarter	VHD (Thousands)								
2021 Q3	458.7										
2022 Q2	419.5										
2022 Q3	440.1										
		-4.1% ↓	4.9% ↑								
Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 35 mph	Hours <table><tr><th>Quarter</th><th>VHD (Hours)</th></tr><tr><td>2021 Q3</td><td>5019</td></tr><tr><td>2022 Q2</td><td>5039</td></tr><tr><td>2022 Q3</td><td>5292</td></tr></table>	Quarter	VHD (Hours)	2021 Q3	5019	2022 Q2	5039	2022 Q3	5292	Over one year ago	Over last quarter
		Quarter	VHD (Hours)								
2021 Q3	5019										
2022 Q2	5039										
2022 Q3	5292										
		5.4% ↑	5% ↑								
Total Vehicle Hours of Delay (VHD) at 60 mph	Hours (Millions) <table><tr><th>Quarter</th><th>VHD (Millions)</th></tr><tr><td>2021 Q3</td><td>1.1</td></tr><tr><td>2022 Q2</td><td>1.0</td></tr><tr><td>2022 Q3</td><td>1.0</td></tr></table>	Quarter	VHD (Millions)	2021 Q3	1.1	2022 Q2	1.0	2022 Q3	1.0	Over one year ago	Over last quarter
		Quarter	VHD (Millions)								
2021 Q3	1.1										
2022 Q2	1.0										
2022 Q3	1.0										
		-6.9% ↓	3.5% ↑								
Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 60 mph	Hours (Thousands) <table><tr><th>Quarter</th><th>VHD (Thousands)</th></tr><tr><td>2021 Q3</td><td>12</td></tr><tr><td>2022 Q2</td><td>11.8</td></tr><tr><td>2022 Q3</td><td>12.1</td></tr></table>	Quarter	VHD (Thousands)	2021 Q3	12	2022 Q2	11.8	2022 Q3	12.1	Over one year ago	Over last quarter
		Quarter	VHD (Thousands)								
2021 Q3	12										
2022 Q2	11.8										
2022 Q3	12.1										
		1.2% ↑	3% ↑								

Measure	Graph	Percentage Change	
Average Vehicle Hours of Delay by Day of Week at 60 mph		Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter
		Saturday -26.5% ↓	Friday -2% ↓
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Weekdays		Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter
		Monday 7.1% ↑	Monday 6.9% ↑
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Saturdays		Largest Magnitude Weekday Decrease over one year ago	Largest Magnitude Weekday Decrease over last quarter
		12 PM -35.8% ↓	7 AM -30% ↓
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Sundays/Holidays		Largest Magnitude Weekday Increase over one year ago	Largest Magnitude Weekday Increase over last quarter
		4 PM 22.1% ↑	5 PM 21.7% ↑
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Weekdays		Largest Magnitude Saturday Decrease over one year ago	Largest Magnitude Saturday Decrease over last quarter
		1 PM -42.4% ↓	11 AM -26.6% ↓
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Saturdays		Largest Magnitude Saturday Increase over one year ago	Largest Magnitude Saturday Increase over last quarter
		7 PM 104.8% ↑	7 PM 114.1% ↑
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Sundays/Holidays		Largest Magnitude Sun./Holiday Decrease over one year ago	Largest Magnitude Sun./Holiday Decrease over last quarter
		2 PM -25.1% ↓	3 PM -13% ↓
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Weekdays		Largest Magnitude Sun./Holiday Increase over one year ago	Largest Magnitude Sun./Holiday Increase over last quarter
		9 PM 94.7% ↑	9 PM 171.3% ↑

Measure	Graph	Percentage Change	
Total Vehicle Hours of Delay (VHD) by County at 35 mph	Hours (Thousands)	Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter
		San Benito -67.1%	Santa Barbara -29.5%
		Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter
		Santa Barbara 25.6%	Monterey 30.9%
Average Non-Holiday Weekday Equivalent Lost Lane Mile Hours at 35 mph	Miles	Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter
		Off-Peak Day -8.6%	AM Peak -8%
		Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter
		PM Peak 8.4%	PM Peak 8.1%
Average Number of Good and Bad Detectors	Number of Detectors	Change in Good over one year ago	Change in Good over last quarter
		17%	5%
		Change in Bad over one year ago	Change in Bad over last quarter
		-71%	-21%

Congestion by Route											
Route	County	Vehicle Hours of Delay at 35 mph			Difference 2022 Q3-2021 Q3		Difference 2022 Q3-2022 Q2		Rank		
		2021 Q3	2022 Q2	2022 Q3	Absolute	Percentage	Absolute	Percentage	2021 Q3	2022 Q2	2022 Q3
SR1	Santa Cruz	172,449	137,758	164,604	-7,845	-4.5%	26,846	19.5%	1	1	1
SR1	Monterey	85,981	73,315	96,479	10,498	12.2%	23,164	31.6%	2	3	2
US101	Santa Barbara	68,140	121,375	85,581	17,441	25.6%	-35,793	-29.5%	3	2	3
US101	Monterey	22,900	16,686	23,852	953	4.2%	7,166	42.9%	5	5	4
US101	San Luis Obispo	20,401	16,562	22,151	1,750	8.6%	5,588	33.7%	6	6	5
SR156	San Benito	50,881	27,264	16,756	-34,125	-67.1%	-10,508	-38.5%	4	4	6
SR17	Santa Cruz	19,357	8,410	9,401	-9,956	-51.4%	991	11.8%	7	7	7
TOTALS		440,108	401,370	418,824	-21,284	-4.8%	17,454	4.3%			