

District 11 Mobility Performance Report

2023 Second Quarter

DEPARTMENT OF TRANSPORTATION

July 28, 2023

: District 11- Traffic System Performance

District 11 Mobility Performance Report

2023 Second Quarter

EXECUTIVE SUMMARY

Overview

Caltrans District 11 consists of both Imperial and San Diego counties, with San Diego having a population of approximately 3,276,208 residents and Imperial County with approximately 178,713 residents. Although District 11 is composed of these two counties, no performance data was reported for Imperial County due to the lower population and lack of congestion.

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 2023, total delay equaled 2.9 million vehicle hours of delay (VHD) at the 35 mph speed threshold, and 6.1 million VHD at the 60 mph threshold. The average weekday delay experienced in this quarter was approximately 40 thousand VHD at 35 mph, and 83 thousand VHD at 60 mph.

Top Ten Bottlenecks for the 2023 Second Quarter:

County	Shift	Fwy	Direction	Name	Abs PM	CA PM	Latitude	Longitude	# Days Active	Avg Extent (Miles)	Total Delay (veh-hrs)	Total Duration (mins)
San Diego	PM	I805-S	S	805 SB N-O 15	15.23	15.38	32.74	-117.12	64	7.10	251,551.90	12,235.00
San Diego	PM	SR125-S	S	Grossmont Blvd to 125 SB	1.83	0	32.59	-116.97	64	4.40	207,268.20	11,880.00
San Diego	PM	I15-N	N	15 NB 1.5 Mi N-O Mission Rd	52.35	52.09	33.41	-117.16	63	4.20	142,555.30	12,625.00
San Diego	PM	I5-S	S	Clairemont Dr EB to 5 SB	21.97	22.082	32.79	-117.21	57	5.81	109,185.70	7,065.00
San Diego	PM	I5-S	S	5th Ave to 5 SB	16.00	16.11	32.72	-117.16	63	2.46	82,792.50	8,620.00
San Diego	AM	I15-S	S	15 SB 1 Mi S-O Deer Springs Rd	35.44	35.193	33.18	-117.11	56	6.51	77,637.60	7,545.00
San Diego	PM	SR125-S	S	Spring St to 125 SB	17.25	14.85	32.76	-117.01	59	1.93	64,148.40	10,010.00
San Diego	PM	I805-S	S	Nobel Dr to 805 SB	25.10	25.249	32.87	-117.19	64	2.46	62,962.40	8,980.00
San Diego	PM	SR78-E	E	Twin Oaks Villy Rd to 78 EB	12.98	12.988	33.14	-117.16	64	3.65	61,922.10	8,430.00
San Diego	PM	I15-S	S	Balboa Ave WB to 15 SB	9.37	9.195	32.82	-117.12	64	2.67	61,271.10	7,865.00

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>2022 Q2</td><td>3.5</td></tr><tr><td>2023 Q1</td><td>3.39</td></tr><tr><td>2023 Q2</td><td>3.6</td></tr></tbody></table>	Quarter	VMT (Billions)	2022 Q2	3.5	2023 Q1	3.39	2023 Q2	3.6	Over one year ago	Over last quarter
		Quarter	VMT (Billions)								
		2022 Q2	3.5								
		2023 Q1	3.39								
2023 Q2	3.6										
2.9%	6.3%										
↑	↑										
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>2022 Q2</td><td>2.1</td></tr><tr><td>2023 Q1</td><td>2.3</td></tr><tr><td>2023 Q2</td><td>2.9</td></tr></tbody></table>	Quarter	VHD (Millions)	2022 Q2	2.1	2023 Q1	2.3	2023 Q2	2.9	Over one year ago	Over last quarter
		Quarter	VHD (Millions)								
		2022 Q2	2.1								
		2023 Q1	2.3								
2023 Q2	2.9										
37.5%	24.3%										
↑	↑										
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>2022 Q2</td><td>28</td></tr><tr><td>2023 Q1</td><td>35</td></tr><tr><td>2023 Q2</td><td>40</td></tr></tbody></table>	Quarter	VHD (Thousands)	2022 Q2	28	2023 Q1	35	2023 Q2	40	Over one year ago	Over last quarter
		Quarter	VHD (Thousands)								
		2022 Q2	28								
		2023 Q1	35								
2023 Q2	40										
41.2%	12.6%										
↑	↑										
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>2022 Q2</td><td>4.6</td></tr><tr><td>2023 Q1</td><td>5.2</td></tr><tr><td>2023 Q2</td><td>6.1</td></tr></tbody></table>	Quarter	VHD (Millions)	2022 Q2	4.6	2023 Q1	5.2	2023 Q2	6.1	Over one year ago	Over last quarter
		Quarter	VHD (Millions)								
		2022 Q2	4.6								
		2023 Q1	5.2								
2023 Q2	6.1										
31.5%	17.4%										
↑	↑										
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>2022 Q2</td><td>63</td></tr><tr><td>2023 Q1</td><td>77</td></tr><tr><td>2023 Q2</td><td>83</td></tr></tbody></table>	Quarter	VHD (Thousands)	2022 Q2	63	2023 Q1	77	2023 Q2	83	Over one year ago	Over last quarter
		Quarter	VHD (Thousands)								
		2022 Q2	63								
		2023 Q1	77								
2023 Q2	83										
32.5%	7.5%										
↑	↑										

Measure	Graph	Percentage Change	
Average Vehicle Hours of Delay by Day of Week at 60 mph	Hours (Thousands) ■ 2022 Q2 ■ 2023 Q1 ■ 2023 Q2	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
		Wednesday 36.7% ↑	Wednesday 19.4% ↑
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Weekdays	Hours (Thousands) — Weekday (2022 Q2) — Weekday (2023 Q1) — Weekday (2023 Q2)	Largest Magnitude Weekday Decrease over one year ago	Largest Magnitude Weekday Decrease over last quarter
		2 AM -81.2% ↓	8 AM -16.9% ↓
		Largest Magnitude Weekday Increase over one year ago	Largest Magnitude Weekday Increase over last quarter
		4 PM 32.7% ↑	4 PM 19.3% ↑
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Saturdays	Hours (Thousands) — Saturday (2022 Q2) — Saturday (2023 Q1) — Saturday (2023 Q2)	Largest Magnitude Saturday Decrease over one year ago	Largest Magnitude Saturday Decrease over last quarter
		11 AM -12.3% ↓	8 AM -44.7% ↓
		Largest Magnitude Saturday Increase over one year ago	Largest Magnitude Saturday Increase over last quarter
		3 PM 29.2% ↑	3 PM 92.7% ↑
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Sundays/Holidays	Hours (Thousands) — Sunday/Holiday (2022 Q2) — Sunday/Holiday (2023 Q1) — Sunday/Holiday (2023 Q2)	Largest Magnitude Sun./Holiday Decrease over one year ago	Largest Magnitude Sun./Holiday Decrease over last quarter
		4 AM -92.6% ↓	8 AM -89.8% ↓
		Largest Magnitude Sun./Holiday Increase over one year ago	Largest Magnitude Sun./Holiday Increase over last quarter
		5 PM 61.1% ↑	1 PM 308.9% ↑

Measure	Graph	Percentage Change	
Total Vehicle Hours of Delay (VHD) by County at 35 mph	Hours (Millions) ■ 2022 Q2 ■ 2023 Q1 ■ 2023 Q2 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 ↑ 37.5%	San Diego ↑ 24.3%
Average Non-Holiday Weekday Equivalent Lost Lane Mile Hours at 35 mph	Miles ■ 2022 Q2 ■ 2023 Q1 ■ 2023 Q2 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
		—	—
		Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter
		PM Peak ↑ 44%	PM Peak ↑ 13.7%
Average Number of Good and Bad Detectors	Number of Detectors ■ Average of Good ■ Average of Bad 2022 Q2 2023 Q1 2023 Q2	Change in Good over one year ago	Change in Good over last quarter
		-18% ↓	-3% ↓
		Change in Bad over one year ago	Change in Bad over last quarter
		50% ↑	4% ↑

Route	County	Vehicle Hours of Delay at 35 mph			Difference 2023 Q2-2022 Q2		Difference 2023 Q2-2023 Q1		Rank		
		2022 Q2	2023 Q1	2023 Q2	Absolute	Percentage	Absolute	Percentage	2022 Q2	2023 Q1	2023 Q2
I5	San Diego	715,914	551,449	877,696	161,782	22.6%	326,247	59.2%	1	1	1
I15	San Diego	251,342	469,666	600,168	348,826	138.8%	130,502	27.8%	4	2	2
I805	San Diego	406,706	467,808	503,976	97,270	23.9%	36,168	7.7%	2	3	3
SR125	San Diego	253,504	96,412	288,991	35,487	14.0%	192,580	199.7%	3	7	4
SR78	San Diego	175,603	252,194	183,364	7,761	4.4%	-68,830	-27.3%	5	4	5
I8	San Diego	74,372	153,107	145,675	71,303	95.9%	-7,433	-4.9%	7	5	6
SR52	San Diego	65,062	141,512	110,597	45,535	70.0%	-30,915	-21.8%	8	6	7
SR163	San Diego	80,809	67,492	81,501	692	0.9%	14,009	20.8%	6	8	8
SR56	San Diego	36,978	60,943	53,573	16,595	44.9%	-7,371	-12.1%	9	9	9
SR94	San Diego	27,321	46,138	28,958	1,636	6.0%	-17,181	-37.2%	10	10	10
I905	San Diego	10,901	9,888	14,614	3,714	34.1%	4,726	47.8%	11	11	11
SR67	San Diego	616	6,506	2,723	2,106	341.7%	-3,783	-58.1%	13	12	12
SR54	San Diego	5,315	4,286	1,757	-3,558	-66.9%	-2,529	-59.0%	12	13	13
SR11	San Diego	2	2	5	3	155.0%	3	200.0%	15	14	14
SR76	San Diego	243	1	0	-243	-100.0%	-1	-100.0%	14	15	15
TOTALS		2,104,688	2,327,404	2,893,596	788,908	37.5%	566,192	24.3%			