

District 11 Mobility Performance Report

2024 Third Quarter

DEPARTMENT OF TRANSPORTATION

October 29, 2024

: District 11- Traffic System Performance

District 11 Mobility Performance Report

2024 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 3,269,973 residents and Imperial County with approximately 179,057 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 2024, total delay equaled 3.0 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 42 thousand VHD at 35 mph, and 85 thousand VHD at 60 mph.

Top Ten Bottlenecks for the 2024 Third 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 I-5	15.23	15.38	32.74	-117.12	63	7.45	236,861.80	12,335.00
San Diego	PM	I5-N	N	Lomas Santa Fe Dr EB to I-5 NB	37.28	37.386	33.00	-117.26	41	6.65	129,932.10	7,120.00
San Diego	PM	I5-S	S	I-5 Ave to I-5 SB	16.00	16.11	32.72	-117.16	63	2.53	94,131.50	9,085.00
San Diego	PM	I15-N	N	I-15 NB S-O El Norte Pkwy	32.88	32.62	33.14	-117.10	30	5.32	84,192.20	5,965.00
San Diego	PM	SR125-S	S	Grossmont Blvd to I-15 SB	1.63	1.70	32.59	-116.97	64	4.20	81,994.10	10,540.00
San Diego	PM	I15-N	N	I-15 NB HOV S-O Rte 78	31.16	30.9	33.12	-117.10	63	4.88	79,588.20	12,775.00
San Diego	PM	I5-N	N	I-5 NB N-O Via De La Valle	36.72	36.628	32.99	-117.26	36	4.58	76,489.70	4,540.00
San Diego	PM	I15-N	N	I-15 NB S-O Rte 78	31.65	31.396	33.13	-117.10	55	3.08	75,733.50	6,695.00
San Diego	PM	I15-S	S	I-15 SB S-O Balboa Ave	8.83	8.662	32.81	-117.11	59	3.00	62,625.20	5,745.00
San Diego	PM	SR163-N	N	I-163 NB S-O I-8	2.79	3.34	32.76	-117.16	64	2.90	56,389.00	10,540.00

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>2023 Q3</td><td>3.61</td></tr><tr><td>2024 Q2</td><td>3.56</td></tr><tr><td>2024 Q3</td><td>3.61</td></tr></table>	Quarter	VMT (Billions)	2023 Q3	3.61	2024 Q2	3.56	2024 Q3	3.61	Over one year ago	Over last quarter
		Quarter	VMT (Billions)								
		2023 Q3	3.61								
2024 Q2	3.56										
2024 Q3	3.61										
0.1%	1.4%										
↑	↑										
Total Vehicle Hours of Delay (VHD) at 35 mph	Hours (Millions) <table><tr><th>Quarter</th><th>VHD (Millions)</th></tr><tr><td>2023 Q3</td><td>3</td></tr><tr><td>2024 Q2</td><td>3</td></tr><tr><td>2024 Q3</td><td>3</td></tr></table>	Quarter	VHD (Millions)	2023 Q3	3	2024 Q2	3	2024 Q3	3	Over one year ago	Over last quarter
		Quarter	VHD (Millions)								
		2023 Q3	3								
2024 Q2	3										
2024 Q3	3										
0.5%	-1.5%										
↑	↓										
Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 35 mph	Hours (Thousands) <table><tr><th>Quarter</th><th>VHD (Thousands)</th></tr><tr><td>2023 Q3</td><td>42</td></tr><tr><td>2024 Q2</td><td>42</td></tr><tr><td>2024 Q3</td><td>42</td></tr></table>	Quarter	VHD (Thousands)	2023 Q3	42	2024 Q2	42	2024 Q3	42	Over one year ago	Over last quarter
		Quarter	VHD (Thousands)								
		2023 Q3	42								
2024 Q2	42										
2024 Q3	42										
-0.1%	-1.7%										
↓	↓										
Total Vehicle Hours of Delay (VHD) at 60 mph	Hours (Millions) <table><tr><th>Quarter</th><th>VHD (Millions)</th></tr><tr><td>2023 Q3</td><td>6.1</td></tr><tr><td>2024 Q2</td><td>6.1</td></tr><tr><td>2024 Q3</td><td>6.1</td></tr></table>	Quarter	VHD (Millions)	2023 Q3	6.1	2024 Q2	6.1	2024 Q3	6.1	Over one year ago	Over last quarter
		Quarter	VHD (Millions)								
		2023 Q3	6.1								
2024 Q2	6.1										
2024 Q3	6.1										
0.1%	0.7%										
↑	↑										
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>2023 Q3</td><td>86</td></tr><tr><td>2024 Q2</td><td>85</td></tr><tr><td>2024 Q3</td><td>85</td></tr></table>	Quarter	VHD (Thousands)	2023 Q3	86	2024 Q2	85	2024 Q3	85	Over one year ago	Over last quarter
		Quarter	VHD (Thousands)								
		2023 Q3	86								
2024 Q2	85										
2024 Q3	85										
-0.5%	0.4%										
↓	↑										

Measure	Graph	Percentage Change	
Average Vehicle Hours of Delay by Day of Week at 60 mph	Hours (Thousands) ■ 2023 Q3 ■ 2024 Q2 ■ 2024 Q3 Mon Tue Wed Thu Fri Sat Sun/Hol	Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter
		Tuesday -9.4%	Tuesday -4.4%
		Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter
		Thursday 10.1%	Thursday 11.5%
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Weekdays	Hours (Thousands) — Weekday (2023 Q3) — Weekday (2024 Q2) — Weekday (2024 Q3) Hour of Day	Largest Magnitude Weekday Decrease over one year ago	Largest Magnitude Weekday Decrease over last quarter
		5 PM -4.1%	4 PM -7.3%
		Largest Magnitude Weekday Increase over one year ago	Largest Magnitude Weekday Increase over last quarter
		2 PM 19.4%	8 AM 16.8%
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Saturdays	Hours (Thousands) — Saturday (2023 Q3) — Saturday (2024 Q2) — Saturday (2024 Q3) Hour of Day	Largest Magnitude Saturday Decrease over one year ago	Largest Magnitude Saturday Decrease over last quarter
		5 PM -21.6%	5 PM -23%
		Largest Magnitude Saturday Increase over one year ago	Largest Magnitude Saturday Increase over last quarter
		3 PM 14.9%	12 PM 5.8%
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Sundays/Holidays	Hours (Thousands) — Sunday/Holiday (2023 Q3) — Sunday/Holiday (2024 Q2) — Sunday/Holiday (2024 Q3) Hour of Day	Largest Magnitude Sun./Holiday Decrease over one year ago	Largest Magnitude Sun./Holiday Decrease over last quarter
		12 PM -14.3%	12 PM -24.9%
		Largest Magnitude Sun./Holiday Increase over one year ago	Largest Magnitude Sun./Holiday Increase over last quarter
		5 PM 25.5%	10 AM 69%

Measure	Graph	Percentage Change	
Total Vehicle Hours of Delay (VHD) by County at 35 mph	Hours (Millions) San Diego 2023 Q3: 2.97, 2024 Q2: 3.03, 2024 Q3: 2.99	Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter
		–	San Diego –1.5% ↓
		Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter
		San Diego 0.5% ↑	–
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) 2023 Q3, 2024 Q2, 2024 Q3	Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter
		Off-Peak Night –79.7% ↓	Off-Peak Night –70.1% ↓
		Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter
		PM Peak 5.9% ↑	AM Peak 2.6% ↑
Average Number of Good and Bad Detectors	Number of Detectors Average of Good, Average of Bad 2023 Q3, 2024 Q2, 2024 Q3	Change in Good over one year ago	Change in Good over last quarter
		–2% ↓	–2.2% ↓
		Change in Bad over one year ago	Change in Bad over last quarter
		4% ↑	4% ↑

Congestion by Route											
Route	County	Vehicle Hours of Delay at 35 mph			Difference 2024 Q3-2023 Q3		Difference 2024 Q3-2024 Q2		Rank		
		2023 Q3	2024 Q2	2024 Q3	Absolute	Percentage	Absolute	Percentage	2023 Q3	2024 Q2	2024 Q3
I5	San Diego	937,300	1,065,860	1,079,471	142,172	15.2%	13,611	1.3%	1	1	1
I15	San Diego	613,563	881,691	734,798	121,235	19.8%	-146,893	-16.7%	2	2	2
I805	San Diego	516,795	412,368	485,740	-31,054	-6.0%	73,373	17.8%	3	3	3
I8	San Diego	134,200	123,796	187,866	53,666	40.0%	64,071	51.8%	6	6	4
SR78	San Diego	213,155	192,861	186,378	-26,776	-12.6%	-6,483	-3.4%	5	4	5
SR52	San Diego	34,991	141,853	80,708	45,717	130.7%	-61,145	-43.1%	9	5	6
SR56	San Diego	57,582	61,101	69,573	11,991	20.8%	8,472	13.9%	8	7	7
SR125	San Diego	308,043	56,797	56,952	-251,091	-81.5%	155	0.3%	4	8	8
SR163	San Diego	88,061	42,246	53,371	-34,690	-39.4%	11,125	26.3%	7	9	9
SR94	San Diego	33,881	24,955	32,518	-1,363	-4.0%	7,563	30.3%	10	10	10
I905	San Diego	20,945	23,475	13,675	-7,271	-34.7%	-9,800	-41.7%	11	11	11
SR67	San Diego	3,468	3,744	4,504	1,036	29.9%	760	20.3%	13	12	12
SR11	San Diego	12	86	57	45	375.6%	-29	-34.0%	15	13	13
SR54	San Diego	6,905	0	0	-6,905	-100.0%	0		12		
SR76	San Diego	430	0	0	-430	-100.0%	0		14		
TOTALS		2,969,329	3,030,833	2,985,611	16,282	0.5%	-45,222	-1.5%			