

District 11 Mobility Performance Report

2024 Fourth Quarter

DEPARTMENT OF TRANSPORTATION

January 30, 2025
: District 11- Traffic System Performance

District 11 Mobility Performance Report

2024 Fourth 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 fourth quarter of 2024, total delay equaled 3.13 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 46 thousand VHD at 35 mph, and 89 thousand VHD at 60 mph.

Top Ten Bottlenecks for the 2024 Fourth 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	I15-N	N	15 NB S-O El Norte Pkwy	32.88	32.62	33.14	-117.10	56	5.41	204,195.80	12,800.00
San Diego	PM	I5-N	N	Lomas Santa Fe Dr EB to 5 NB	37.28	37.386	33.00	-117.26	48	6.84	188,569.20	9,290.00
San Diego	PM	I805-S	S	805 SB @ University Ave.	15.84	15.99	32.75	-117.12	37	8.61	170,206.60	7,275.00
San Diego	PM	I805-S	S	805 SB N-O 15	15.23	15.38	32.74	-117.12	34	8.70	114,848.30	5,210.00
San Diego	PM	I15-N	N	15 NB HOV S-O Rte 78	31.16	30.9	33.12	-117.10	62	5.46	112,240.80	13,655.00
San Diego	PM	I5-S	S	5th Ave to 5 SB	16.00	16.11	32.72	-117.16	57	2.35	112,237.30	10,795.00
San Diego	PM	SR125-S	S	Grossmont Blvd to 125 SB	1.83	0	32.59	-116.97	62	4.20	79,654.60	10,230.00
San Diego	PM	SR78-E	E	Barham-Woodland to 78 EB	14.82	14.82	33.14	-117.13	53	4.67	65,458.20	5,880.00
San Diego	PM	I5-S	S	Seaworld Dr to 5 SB	20.53	20.64	32.77	-117.21	35	7.84	59,250.10	3,045.00
San Diego	PM	SR163-N	N	163 NB S-O I-8	2.79	3.34	32.76	-117.16	62	2.90	54,779.60	10,230.00

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>2023 Q4</td><td>3.49</td></tr><tr><td>2024 Q3</td><td>3.61</td></tr><tr><td>2024 Q4</td><td>3.53</td></tr></tbody></table>	Quarter	VMT (Billions)	2023 Q4	3.49	2024 Q3	3.61	2024 Q4	3.53	Over one year ago	Over last quarter
		Quarter	VMT (Billions)								
		2023 Q4	3.49								
		2024 Q3	3.61								
2024 Q4	3.53										
1.1%	-2.4%										
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>2023 Q4</td><td>2.69</td></tr><tr><td>2024 Q3</td><td>2.99</td></tr><tr><td>2024 Q4</td><td>3.13</td></tr></tbody></table>	Quarter	VHD (Millions)	2023 Q4	2.69	2024 Q3	2.99	2024 Q4	3.13	Over one year ago	Over last quarter
		Quarter	VHD (Millions)								
		2023 Q4	2.69								
		2024 Q3	2.99								
2024 Q4	3.13										
16.2%	4.7%										
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>2023 Q4</td><td>40</td></tr><tr><td>2024 Q3</td><td>42</td></tr><tr><td>2024 Q4</td><td>46</td></tr></tbody></table>	Quarter	VHD (Thousands)	2023 Q4	40	2024 Q3	42	2024 Q4	46	Over one year ago	Over last quarter
		Quarter	VHD (Thousands)								
		2023 Q4	40								
		2024 Q3	42								
2024 Q4	46										
15.7%	9.9%										
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>2023 Q4</td><td>5.5</td></tr><tr><td>2024 Q3</td><td>6.1</td></tr><tr><td>2024 Q4</td><td>6.1</td></tr></tbody></table>	Quarter	VHD (Millions)	2023 Q4	5.5	2024 Q3	6.1	2024 Q4	6.1	Over one year ago	Over last quarter
		Quarter	VHD (Millions)								
		2023 Q4	5.5								
		2024 Q3	6.1								
2024 Q4	6.1										
10.5%	0.2%										
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>2023 Q4</td><td>81</td></tr><tr><td>2024 Q3</td><td>85</td></tr><tr><td>2024 Q4</td><td>89</td></tr></tbody></table>	Quarter	VHD (Thousands)	2023 Q4	81	2024 Q3	85	2024 Q4	89	Over one year ago	Over last quarter
		Quarter	VHD (Thousands)								
		2023 Q4	81								
		2024 Q3	85								
2024 Q4	89										
10%	4.5%										

Measure	Graph	Percentage Change	
Average Vehicle Hours of Delay by Day of Week at 60 mph	Hours (Thousands) ■ 2023 Q4 ■ 2024 Q3 ■ 2024 Q4	Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter
		Tuesday -2.2%	Saturday -29.7%
		Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter
		Wednesday 19.7%	Wednesday 12.9%
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Weekdays	Hours (Thousands) — Weekday (2023 Q4) — Weekday (2024 Q3) — Weekday (2024 Q4)	Largest Magnitude Weekday Decrease over one year ago	Largest Magnitude Weekday Decrease over last quarter
		6 AM -38.2%	11 AM -41.1%
		Largest Magnitude Weekday Increase over one year ago	Largest Magnitude Weekday Increase over last quarter
		4 PM 16.8%	5 PM 14.6%
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Saturdays	Hours (Thousands) — Saturday (2023 Q4) — Saturday (2024 Q3) — Saturday (2024 Q4)	Largest Magnitude Saturday Decrease over one year ago	Largest Magnitude Saturday Decrease over last quarter
		4 PM -15%	1 PM -37.3%
		Largest Magnitude Saturday Increase over one year ago	Largest Magnitude Saturday Increase over last quarter
		3 PM 10.3%	11 PM 54.4%
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Sundays/Holidays	Hours (Thousands) — Sunday/Holiday (2023 Q4) — Sunday/Holiday (2024 Q3) — Sunday/Holiday (2024 Q4)	Largest Magnitude Sun./Holiday Decrease over one year ago	Largest Magnitude Sun./Holiday Decrease over last quarter
		11 AM -17%	11 AM -30%
		Largest Magnitude Sun./Holiday Increase over one year ago	Largest Magnitude Sun./Holiday Increase over last quarter
		5 PM 45.4%	5 PM 112%

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 ↑ 16.2%	San Diego ↑ 4.7%
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 ↓ -72.7%	—
		PM Peak ↑ 28.7%	PM Peak ↑ 17.5%
Average Number of Good and Bad Detectors	Number of Detectors 2023 Q4 2024 Q3 2024 Q4	Change in Good over one year ago	Change in Good over last quarter
		-9% ↓	-6.0% ↓
		15% ↑	10% ↑

Congestion by Route											
Route	County	Vehicle Hours of Delay at 35 mph			Difference 2024 Q4-2023 Q4		Difference 2024 Q4-2024 Q3		Rank		
		2023 Q4	2024 Q3	2024 Q4	Absolute	Percentage	Absolute	Percentage	2023 Q4	2024 Q3	2024 Q4
I5	San Diego	866,349	1,079,471	1,039,406	173,057	20.0%	-40,065	-3.7%	1	1	1
I15	San Diego	542,619	734,798	907,737	365,118	67.3%	172,939	23.5%	2	2	2
I805	San Diego	451,688	485,740	509,164	57,476	12.7%	23,424	4.8%	3	3	3
SR78	San Diego	268,401	186,378	231,171	-37,230	-13.9%	44,792	24.0%	4	5	4
I8	San Diego	117,390	187,866	136,409	19,019	16.2%	-51,457	-27.4%	6	4	5
SR56	San Diego	58,184	69,573	76,367	18,183	31.3%	6,794	9.8%	9	7	6
SR52	San Diego	84,458	80,708	67,194	-17,265	-20.4%	-13,514	-16.7%	7	6	7
SR125	San Diego	127,477	56,952	57,605	-69,872	-54.8%	653	1.1%	5	8	8
SR94	San Diego	42,675	32,518	55,426	12,751	29.9%	22,908	70.4%	10	10	9
SR163	San Diego	80,368	53,371	52,022	-28,346	-35.3%	-1,349	-2.5%	8	9	10
I905	San Diego	37,206	13,675	28,556	-8,651	-23.3%	14,881	108.8%	11	11	11
SR67	San Diego	6,078	4,504	6,436	358	5.9%	1,932	42.9%	13	12	12
SR11	San Diego	25	57	73	48	194.8%	17	29.2%	15	13	13
SR54	San Diego	7,745	0	0	-7,745	-100.0%	0		12		
SR76	San Diego	562	0	0	-562	-100.0%	0		14		
TOTALS		2,691,224	2,985,611	3,167,565	476,340	17.7%	181,954	6.1%			