

# District 11 Mobility Performance Report

2017 Second Quarter

**DEPARTMENT OF TRANSPORTATION**

July 27, 2017  
: Carlos Mendoza

## District 11 Mobility Performance Report

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2017 Second Quarter

### EXECUTIVE SUMMARY

#### Overview

District 11 for Caltrans 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.

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 second quarter, the total delay equaled 3.0 million VHD at the 35 mph speed threshold, and 6.4 million VHD at the 60 mph threshold. The average weekday delay experienced in this quarter was approximately 42 thousand VHD at 35 mph, and 90 thousand VHD at 60 mph.

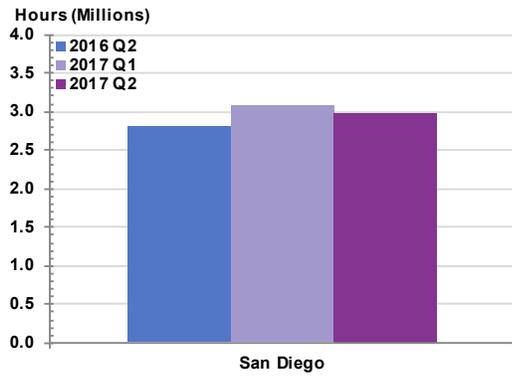
### Top Ten Bottlenecks for the Quarter 2

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	14.703	14.852	64	7.4734375	215,486	10,675
I5-S	EB CLAIREMONT DR	PM	21.973	R22.082	60	6.648333333	108,207	5,620
SR163-S	FRIARS RD	PM	3.679	4.277	64	3.621875	96,401	10,165
SR52-E	East of Santo Rd	PM	8.961	8.961	64	3.865625	96,038	12,005
I15-S	WB SR-274/BALBOA AVE	PM	9.367	R9.196	64	2.9125	94,939	10,760
I805-N	805 NB N/O 52	AM	23.501	23.65	57	3.170175439	88,534	10,340
I5-N	Cannon Rd	PM	47.995	R48.104	64	3.2546875	87,463	12,355
I5-N	5N Lomas Santa Fe EB	PM	37.261	R37.37	64	5.1359375	85,466	6,510
I5-S	5th Ave	PM	16.001	R16.11	64	2.6359375	68,349	8,665
SR78-E	Barham Dr	PM	14.856	14.86	53	5.552830189	65,161	5,395

## Quarterly Mobility Statistics

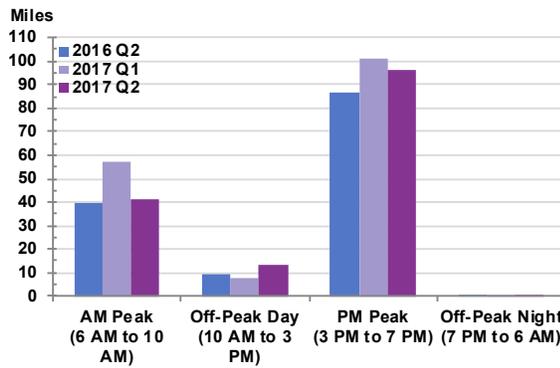
<p><b>Vehicle Miles of Travel (VMT)</b></p>	<p>Miles (Billions)</p> <table border="1"> <thead> <tr> <th>Quarter</th> <th>VMT (Billions)</th> </tr> </thead> <tbody> <tr> <td>2016 Q2</td> <td>3.54</td> </tr> <tr> <td>2017 Q1</td> <td>3.53</td> </tr> <tr> <td>2017 Q2</td> <td>3.74</td> </tr> </tbody> </table>	Quarter	VMT (Billions)	2016 Q2	3.54	2017 Q1	3.53	2017 Q2	3.74	<p>Over one year ago</p> <p>5.7%</p>	<p>Over last quarter</p> <p>5.9%</p>
Quarter	VMT (Billions)										
2016 Q2	3.54										
2017 Q1	3.53										
2017 Q2	3.74										
<p><b>Total Vehicle Hours of Delay (VHD) at 35 mph</b></p>	<p>Hours (Millions)</p> <table border="1"> <thead> <tr> <th>Quarter</th> <th>VHD (Millions)</th> </tr> </thead> <tbody> <tr> <td>2016 Q2</td> <td>2.8</td> </tr> <tr> <td>2017 Q1</td> <td>3.1</td> </tr> <tr> <td>2017 Q2</td> <td>3</td> </tr> </tbody> </table>	Quarter	VHD (Millions)	2016 Q2	2.8	2017 Q1	3.1	2017 Q2	3	<p>Over one year ago</p> <p>5.8%</p>	<p>Over last quarter</p> <p>-3.4%</p>
Quarter	VHD (Millions)										
2016 Q2	2.8										
2017 Q1	3.1										
2017 Q2	3										
<p><b>Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 35 mph</b></p>	<p>Hours (Thousands)</p> <table border="1"> <thead> <tr> <th>Quarter</th> <th>VHD (Thousands)</th> </tr> </thead> <tbody> <tr> <td>2016 Q2</td> <td>39</td> </tr> <tr> <td>2017 Q1</td> <td>47</td> </tr> <tr> <td>2017 Q2</td> <td>42</td> </tr> </tbody> </table>	Quarter	VHD (Thousands)	2016 Q2	39	2017 Q1	47	2017 Q2	42	<p>Over one year ago</p> <p>7.8%</p>	<p>Over last quarter</p> <p>-9.4%</p>
Quarter	VHD (Thousands)										
2016 Q2	39										
2017 Q1	47										
2017 Q2	42										
<p><b>Total Vehicle Hours of Delay (VHD) at 60 mph</b></p>	<p>Hours (Millions)</p> <table border="1"> <thead> <tr> <th>Quarter</th> <th>VHD (Millions)</th> </tr> </thead> <tbody> <tr> <td>2016 Q2</td> <td>5.95</td> </tr> <tr> <td>2017 Q1</td> <td>6.3</td> </tr> <tr> <td>2017 Q2</td> <td>6.4</td> </tr> </tbody> </table>	Quarter	VHD (Millions)	2016 Q2	5.95	2017 Q1	6.3	2017 Q2	6.4	<p>Over one year ago</p> <p>7.5%</p>	<p>Over last quarter</p> <p>1.6%</p>
Quarter	VHD (Millions)										
2016 Q2	5.95										
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Quarter	VHD (Thousands)										
2016 Q2	83										
2017 Q1	94										
2017 Q2	90										

**Total Vehicle Hours of Delay (VHD) by County at 35 mph**



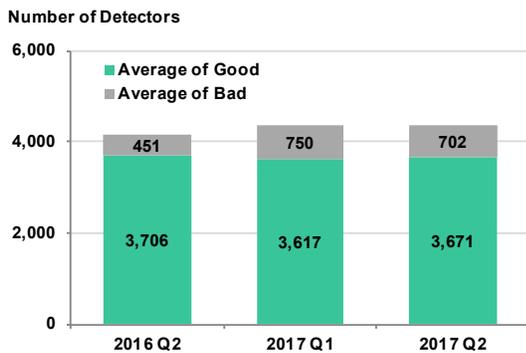
Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter
-	San Diego -3.4%
Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter
San Diego 5.8%	-

**Average Non-Holiday Weekday Equivalent Lost Lane Mile Hours at 35 mph**



Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter
Off-Peak Night -4.9%	AM Peak -28.2%
Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter
PM Peak 10.1%	Off-Peak Day 61.6%

**Average Number of Good and Bad Detectors**



Change in Good over one year ago	Change in Good over last quarter
-1%	1.49%
Change in Bad over one year ago	Change in Bad over last quarter
56%	-6%

Congestion by Route											
Route	County	Vehicle Hours of Delay at 35 mph			Difference 2017 Q2-2016 Q2		Difference 2017 Q2-2017 Q1		Rank		
		2016 Q2	2017 Q1	2017 Q2	Absolute	Percentage	Absolute	Percentage	2016 Q2	2017 Q1	2017 Q2
I5	San Diego	967,973	908,099	1,053,023	85,050	8.8%	144,923	16.0%	1	1	1
IB05	San Diego	526,160	656,919	551,343	25,183	4.8%	-105,376	-16.1%	2	2	2
I15	San Diego	445,247	434,657	425,009	-20,238	-4.5%	-9,648	-2.2%	3	3	3
SR78	San Diego	185,622	219,830	198,276	12,654	6.8%	-21,554	-9.8%	5	4	4
I8	San Diego	203,351	190,999	170,084	-33,266	-16.4%	-20,915	-11.0%	4	5	5
SR52	San Diego	133,676	132,130	143,373	9,698	7.3%	11,244	8.5%	6	7	6
SR163	San Diego	114,132	119,449	138,430	24,298	21.3%	18,982	15.9%	7	9	7
SR125	San Diego	109,301	179,157	132,304	23,003	21.0%	-46,853	-26.2%	8	6	8
SR94	San Diego	59,697	130,146	80,928	21,231	35.6%	-49,218	-37.8%	9	8	9
SR56	San Diego	51,301	67,117	54,335	3,034	5.9%	-12,781	-19.0%	10	10	10
I905	San Diego	4,547	16,970	7,800	3,253	71.5%	-9,170	-54.0%	11	11	11
SR76	San Diego	0	5,423	6,368	6,368		945	17.4%		13	12
SR54	San Diego	737	5,703	2,458	1,721	233.4%	-3,245	-56.9%	12	12	13
SR67	San Diego	0	4,442	1,713	1,713		-2,729	-61.4%		14	14
<b>TOTALS</b>		<b>2,801,745</b>	<b>3,071,039</b>	<b>2,965,445</b>	<b>163,700</b>	<b>5.8%</b>	<b>-105,595</b>	<b>-3.4%</b>			

SR67 and SR76: The reason why the difference between 2016 Q2 and 2017 Q2 is showing blank, is due to the fact that the detection data started to appear on 2016 Q4.