

# District 05 Mobility Performance Report

2019 Second Quarter

**DEPARTMENT OF TRANSPORTATION**

August 28, 2019  
: Nicholas Zangl

2019 Second 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. Detection for this quarter was newly implemented along SR68 from Fairground Rd (PM 4.43) to Spreckels Blvd (PM 18.43) in Monterey County, respectively. Therefore, there was no comparable data for 2018 in Monterey County. All counties are in urban settings within city limits and rural settings outside city limits. Santa Cruz and Santa Barbara are the two most congested counties in the 2<sup>nd</sup> quarter.

The Mobility Performance quarterly analysis compares data from this quarter with data from a year ago and 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, total delay equaled 428,400 thousand vehicle hours of delay (VHD) at the 35 mph speed threshold, and 931,300 thousand VHD at the 60 mph threshold. The average weekday delay experienced in this quarter was approximately 5,148 VHD at 35 mph, and 11,000 VHD at 60 mph.

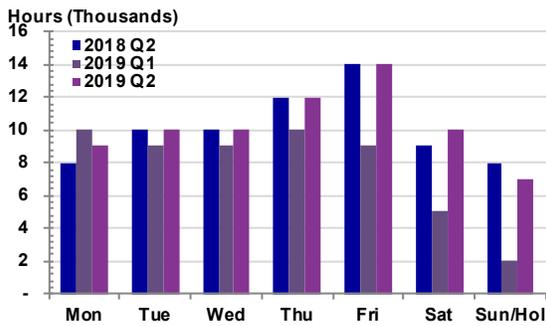
### Top Ten Bottlenecks for Quarter 2

County	VDS	Fwy	Location	Type	Shift	Abs PM	CA PM	Latitude	Longitude	# Days Active	Avg Extent (Miles)	Total Delay (veh-hrs)	Total Duration (mins)
SCR	500013151	SR1-S	STATE PARK DR AT HWY 1 SB VDS ML	ML	PM	362.07	10.772	36.979813	-121.914036	62	2.67903	14765.7	7455
MON	500010142	SR1-N	CANYON DEL REY BLVD AT HWY 1 NB	ML	PM	330.075	79.54	36.611936	-121.85503	59	2.43559	14432.5	7055
SCR	500014082	SR1-S	SOQUEL DR NEXT EXIT SIGN HWY 1 N	ML	PM	365.708	14.41	36.985023	-121.978295	62	0.98387	9232.7	9020
SCR	500014072	SR1-N	41ST ST EXIT AT HWY 1 SB VDS MLN	ML	AM	365.27	13.929	36.983207	-121.969927	55	2.95818	8684.9	4675
SCR	500014052	SR1-S	BAY AVE - PORTER ST AT HWY 1 SB	ML	PM	364.577	13.279	36.983018	-121.95851	64	0.71875	7904.8	7270
SLO	501016071	US101-S	SPYGLASS DR 101 SB VDS MLSB SB	ML	PM	193.322	19.797	35.163842	-120.686844	62	2.05645	5581.5	6085
SB	501011041	US101-S	CABRILLO BLVD SB 101 PM 94.57 VD	ML	PM	94.55	11.662	34.422964	-119.658994	64	0.38438	5135.7	14025
MON	500010101	SR1-N	SOUTH OF HWY 68 EAST AT HWY 1 NB	ML	PM	328.558	78.023	36.594593	-121.869761	56	1.31607	5121.1	2940
SLO	501016062	US101-S	MATTIE RD 101 NB VDS MLSB SB	ML	PM	191.796	18.261	35.154187	-120.66268	29	3.43448	4800.2	1795
SBT	501560061	SR156-W	BUSINESS RTE 156 ON HWY 156 WB V	ML	PM	13.933	7.564	36.846036	-121.454392	34	2.6	4736.8	3630

## Quarterly Mobility Statistics

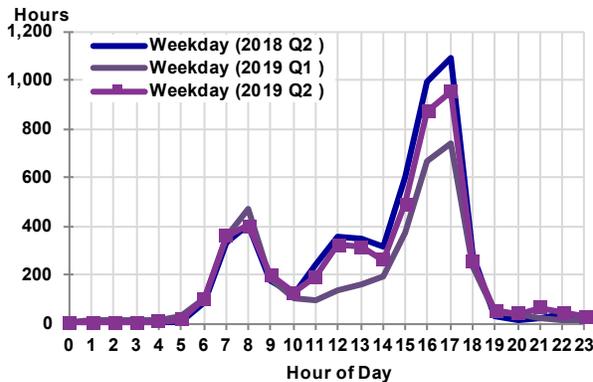
Graph	Percentage Change									
<p>Miles (Millions)</p> <table border="1"> <caption>Miles (Millions)</caption> <thead> <tr> <th>Quarter</th> <th>Miles (Millions)</th> </tr> </thead> <tbody> <tr> <td>2018 Q2</td> <td>858.8</td> </tr> <tr> <td>2019 Q1</td> <td>844.8</td> </tr> <tr> <td>2019 Q2</td> <td>951</td> </tr> </tbody> </table>	Quarter	Miles (Millions)	2018 Q2	858.8	2019 Q1	844.8	2019 Q2	951	Over one year ago	Over last quarter
Quarter	Miles (Millions)									
2018 Q2	858.8									
2019 Q1	844.8									
2019 Q2	951									
	10.7%	12.6%								
	↑	↑								
<p>Hours (Thousands)</p> <table border="1"> <caption>Hours (Thousands)</caption> <thead> <tr> <th>Quarter</th> <th>Hours (Thousands)</th> </tr> </thead> <tbody> <tr> <td>2018 Q2</td> <td>476.7</td> </tr> <tr> <td>2019 Q1</td> <td>288.7</td> </tr> <tr> <td>2019 Q2</td> <td>428.5</td> </tr> </tbody> </table>	Quarter	Hours (Thousands)	2018 Q2	476.7	2019 Q1	288.7	2019 Q2	428.5	Over one year ago	Over last quarter
Quarter	Hours (Thousands)									
2018 Q2	476.7									
2019 Q1	288.7									
2019 Q2	428.5									
	-10.1%	48.4%								
	↓	↑								
<p>Hours</p> <table border="1"> <caption>Hours</caption> <thead> <tr> <th>Quarter</th> <th>Hours</th> </tr> </thead> <tbody> <tr> <td>2018 Q2</td> <td>5524</td> </tr> <tr> <td>2019 Q1</td> <td>4051</td> </tr> <tr> <td>2019 Q2</td> <td>5148</td> </tr> </tbody> </table>	Quarter	Hours	2018 Q2	5524	2019 Q1	4051	2019 Q2	5148	Over one year ago	Over last quarter
Quarter	Hours									
2018 Q2	5524									
2019 Q1	4051									
2019 Q2	5148									
	-6.8%	27.1%								
	↓	↑								
<p>Hours (Thousands)</p> <table border="1"> <caption>Hours (Thousands)</caption> <thead> <tr> <th>Quarter</th> <th>Hours (Thousands)</th> </tr> </thead> <tbody> <tr> <td>2018 Q2</td> <td>919</td> </tr> <tr> <td>2019 Q1</td> <td>654.2</td> </tr> <tr> <td>2019 Q2</td> <td>931.3</td> </tr> </tbody> </table>	Quarter	Hours (Thousands)	2018 Q2	919	2019 Q1	654.2	2019 Q2	931.3	Over one year ago	Over last quarter
Quarter	Hours (Thousands)									
2018 Q2	919									
2019 Q1	654.2									
2019 Q2	931.3									
	1.3%	42.4%								
	↑	↑								
<p>Hours</p> <table border="1"> <caption>Hours</caption> <thead> <tr> <th>Quarter</th> <th>Hours</th> </tr> </thead> <tbody> <tr> <td>2018 Q2</td> <td>11</td> </tr> <tr> <td>2019 Q1</td> <td>9</td> </tr> <tr> <td>2019 Q2</td> <td>11</td> </tr> </tbody> </table>	Quarter	Hours	2018 Q2	11	2019 Q1	9	2019 Q2	11	Over one year ago	Over last quarter
Quarter	Hours									
2018 Q2	11									
2019 Q1	9									
2019 Q2	11									
	4.5%	22%								
	↑	↑								

### Graph

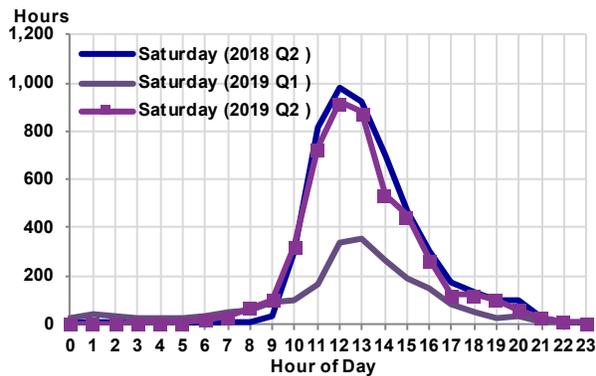


### Percentage Change

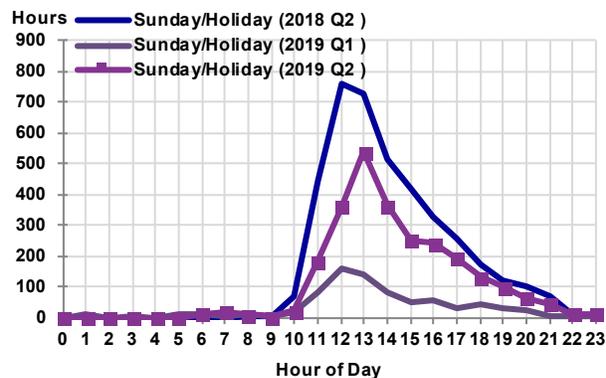
<b>Largest Magnitude Decrease over one year ago</b>	<b>Largest Magnitude Decrease over last quarter</b>
Sun/Hol -19.9% ↓	Monday -2.5% ↓
<b>Largest Magnitude Increase over one year ago</b>	<b>Largest Magnitude Increase over last quarter</b>
Monday 16.8% ↑	Saturday 105.4% ↑



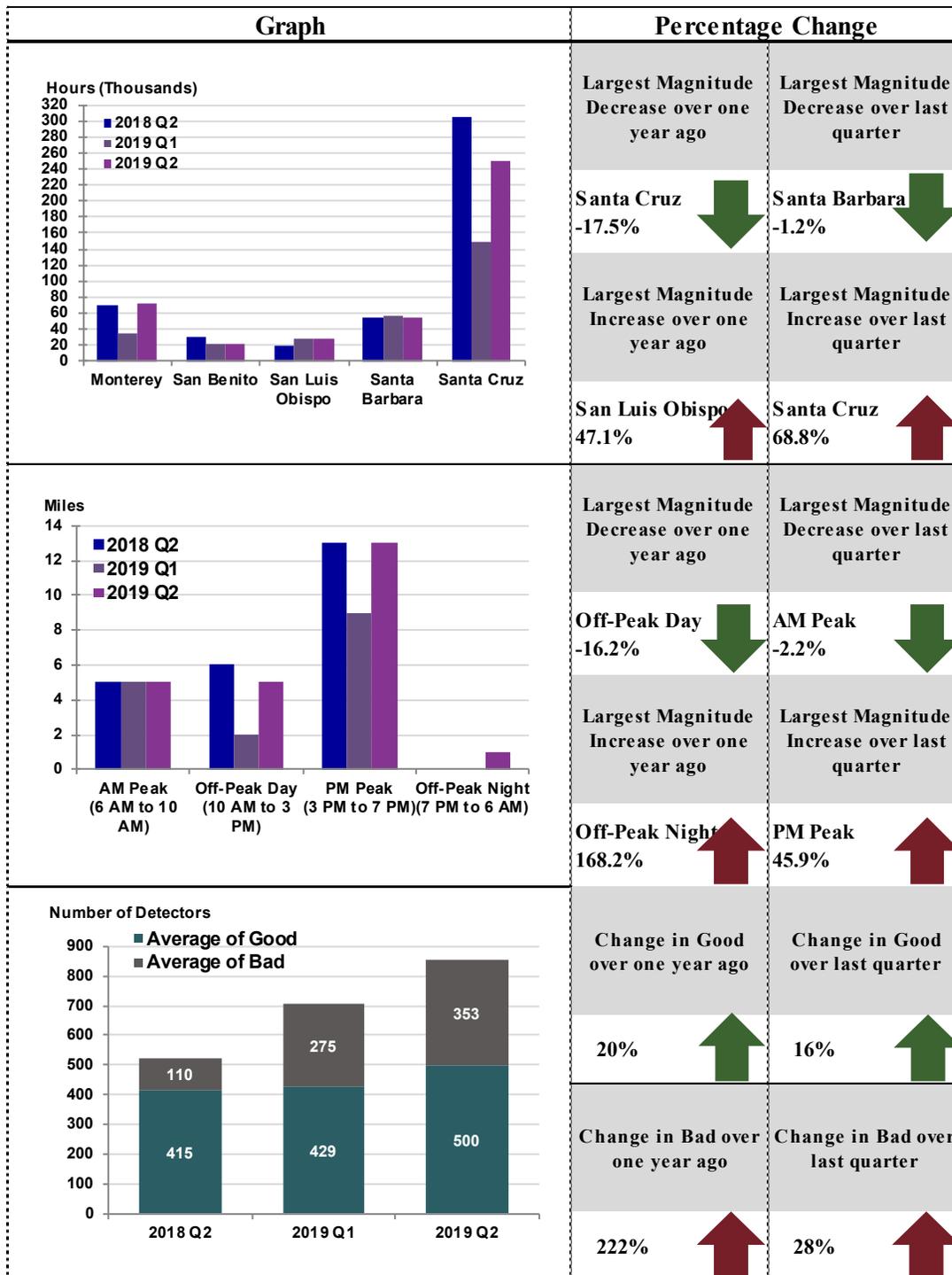
<b>Largest Magnitude Weekday Decrease over one year ago</b>	<b>Largest Magnitude Weekday Decrease over last quarter</b>
5 PM -12.4% ↓	8 AM -13.3% ↓
<b>Largest Magnitude Weekday Increase over one year ago</b>	<b>Largest Magnitude Weekday Increase over last quarter</b>
9 PM 180.8% ↑	5 PM 29% ↑



<b>Largest Magnitude Saturday Decrease over one year ago</b>	<b>Largest Magnitude Saturday Decrease over last quarter</b>
2 PM -23.6% ↓	1 AM -89.8% ↓
<b>Largest Magnitude Saturday Increase over one year ago</b>	<b>Largest Magnitude Saturday Increase over last quarter</b>
9 AM 195.5% ↑	12 PM 173.2% ↑



<b>Largest Magnitude Sun./Holiday Decrease over one year ago</b>	<b>Largest Magnitude Sun./Holiday Decrease over last quarter</b>
12 PM -52.6% ↓	1 AM -84.5% ↓
<b>Largest Magnitude Sun./Holiday Increase over one year ago</b>	<b>Largest Magnitude Sun./Holiday Increase over last quarter</b>
7 AM 1853.9% ↑	1 PM 285.1% ↑



**Congestion by Route**

Route	County	Vehicle Hours of Delay at 35 mph			Difference 2019 Q2-2018 Q2		Difference 2019 Q2-2019 Q1		Rank		
		2018 Q2	2019 Q1	2019 Q2	Absolute	Percentage	Absolute	Percentage	2018 Q2	2019 Q1	2019 Q2
		SR1	Santa Cruz	274,310	125,771	223,870	-50,440	-18.4%	98,099	78.0%	1
US101	Santa Barbara	53,740	56,039	55,344	1,604	3.0%	-695	-1.2%	3	2	2
SR1	Monterey	65,372	32,143	54,498	-10,874	-16.6%	22,356	69.6%	2	3	3
US101	San Luis Obispo	18,571	27,847	27,326	8,755	47.1%	-522	-1.9%	6	4	4
SR17	Santa Cruz	29,734	22,797	27,144	-2,590	-8.7%	4,348	19.1%	4	5	5
SR156	San Benito	28,693	311	13,707	-14,985	-52.2%	13,397	4311.8%	5	8	6
US101	Monterey	5,006	3,243	10,375	5,369	107.3%	7,132	219.9%	7	7	7
SR25	San Benito	1,288	20,501	9,332	8,044	624.5%	-11,169	-54.5%	8	6	8
SR68	Monterey	0	0	7,683	7,683		7,683				9
<b>TOTALS</b>		<b>476,713</b>	<b>288,651</b>	<b>429,280</b>	<b>-47,433</b>	<b>-9.9%</b>	<b>140,629</b>	<b>48.7%</b>			

Aggregation of new detection data for Monterey County started in Quarter 2 of 2019. Detection was implemented along SR68 from Fairground Rd (PM 4.43) to Spreckels Blvd (PM 18.43), respectively. Therefore, there was no comparable data for 2018 Q2 for this route.