# District 11 Mobility Performance Report

2019 Third Quarter

**DEPARTMENT OF TRANSPORTATION**

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# District 11 Mobility Performance Report

2019 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 3,100,000 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 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.

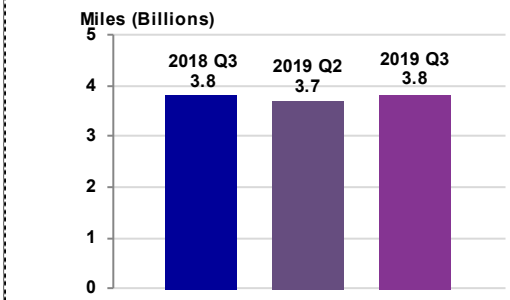
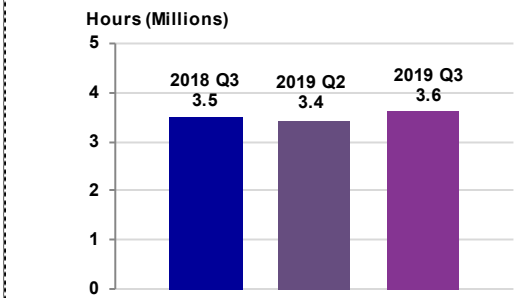
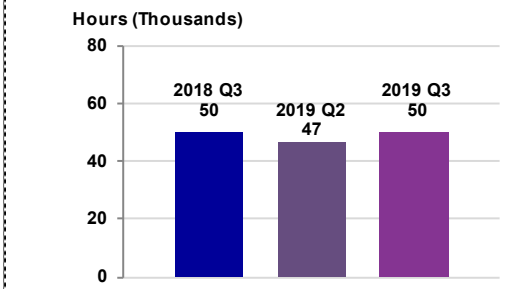
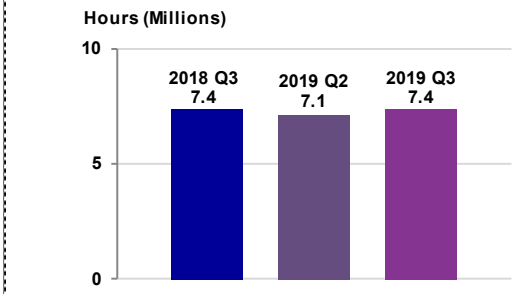
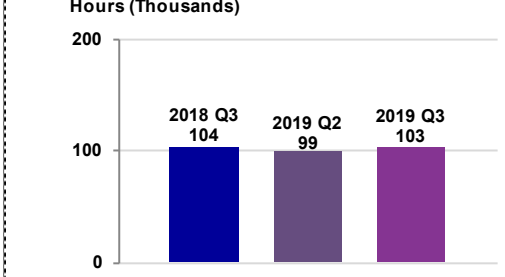
## FINDINGS

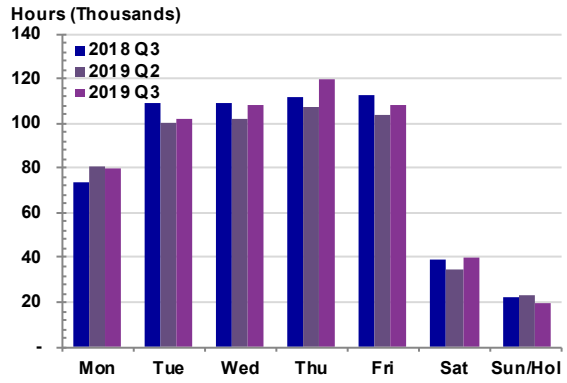
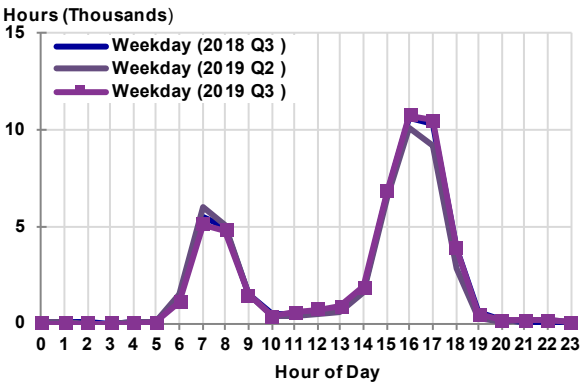
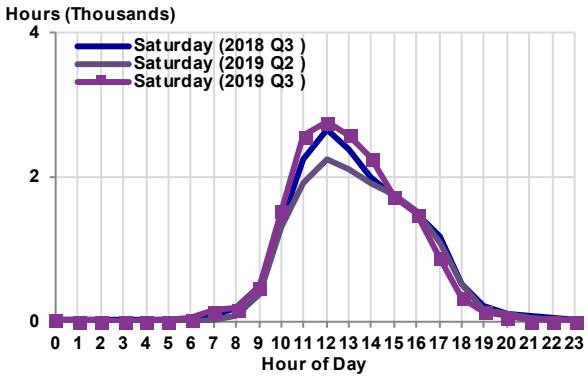
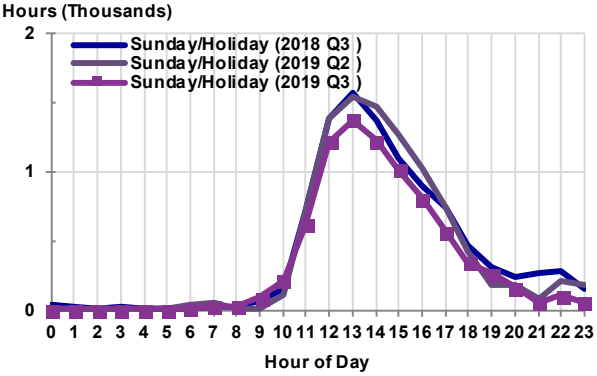
In the third quarter of 2019, the total delay equaled 3.6 million VHD at the 35mph speed threshold, and 7.4 million VHD at the 60mph threshold. The average weekday delay experienced in this quarter was approximately 50 thousand VHD at 35mph, and 103 thousand VHD at 60mph.

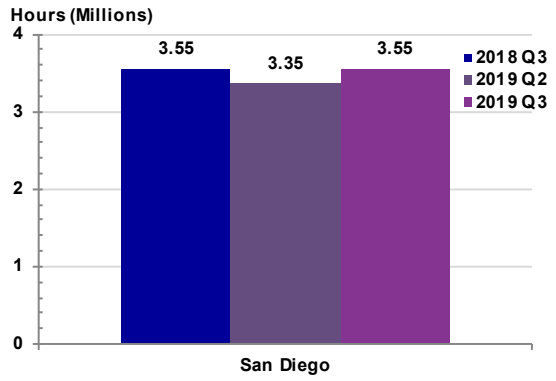
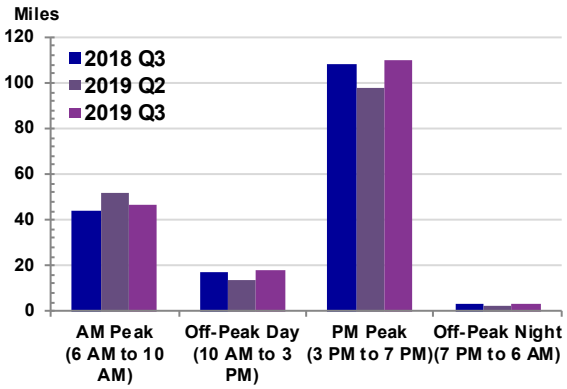
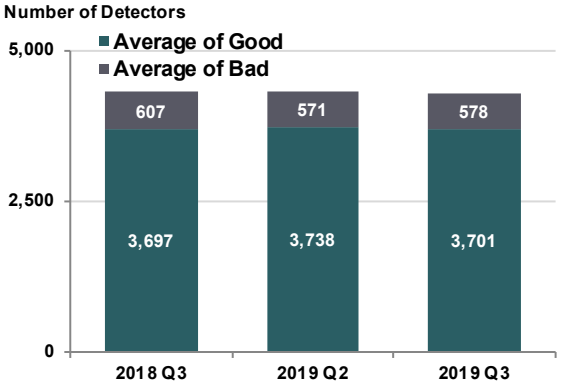
### Top Ten Bottlenecks for the Quarter 3

| 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 | 14.70 | 14.852 | 63 | 7.19 | 145,182.50 | 6,795.00 |
| I805-N | 805 NB N-O 52 | AM | 23.50 | 23.65 | 63 | 3.43 | 133,780.20 | 12,730.00 |
| I805-S | 805 SB N-O 15 | PM | 15.17 | 15.321 | 61 | 7.81 | 121,640.30 | 4,520.00 |
| I5-S | 5th Ave | PM | 16.00 | R16.11 | 63 | 2.88 | 98,411.80 | 9,230.00 |
| I5-S | 5 S N-O VISTA VIEW | AM | 39.06 | R39.201 | 62 | 5.85 | 95,737.50 | 8,630.00 |
| I5-S | EB CLAIREMONT DR | PM | 21.97 | R22.082 | 57 | 7.24 | 95,031.40 | 4,650.00 |
| I15-S | WB SR-274-BALBOA AVE | PM | 9.37 | R9.196 | 64 | 2.83 | 93,972.40 | 9,475.00 |
| SR78-E | Barham Dr | PM | 14.86 | 14.86 | 52 | 5.63 | 86,074.20 | 7,720.00 |
| I5-N | Cannon Rd | PM | 48.00 | R48.104 | 63 | 3.06 | 80,389.90 | 12,395.00 |
| I5-N | 5 N S-O MANCHESTER | PM | 37.97 | R38.08 | 51 | 5.42 | 70,174.30 | 5,140.00 |

## Quarterly Mobility Statistics

| Measure | Graph | Percentage Change | |
|---|---|---|---|
| | | Over one year ago | Over last quarter |
| Vehicle Miles of Travel (VMT) |   | 0.3% | 1.5% |
| Total Vehicle Hours of Delay (VHD) at 35 mph |   | 0.1% | 5.9% |
| Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 35 mph |   | -0.6% | 6% |
| Total Vehicle Hours of Delay (VHD) at 60 mph |   | 0.7% | 4.7% |
| Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 60 mph |   | -0.3% | 4.7% |

| Measure | Graph | Percentage Change | |
|---|---|---|---|
| Average Vehicle Hours of Delay by Day of Week at 60 mph |  | Largest Magnitude Decrease over one year ago<br>Tuesday -6.6% | Largest Magnitude Decrease over last quarter<br>Sun/Hol -12.2% |
| | | Largest Magnitude Increase over one year ago<br>Thursday 6.5% | Largest Magnitude Increase over last quarter<br>Thursday 12.2% |
| Average Vehicle Hours of Delay by Hour of Day at 35 mph, Weekdays |  | Largest Magnitude Weekday Decrease over one year ago<br>7 AM -7.3% | Largest Magnitude Weekday Decrease over last quarter<br>7 AM -15.6% |
| | | Largest Magnitude Weekday Increase over one year ago<br>5 PM 1.3% | Largest Magnitude Weekday Increase over last quarter<br>5 PM 13.8% |
| Average Vehicle Hours of Delay by Hour of Day at 35 mph, Saturdays |  | Largest Magnitude Saturday Decrease over one year ago<br>5 PM -23.5% | Largest Magnitude Saturday Decrease over last quarter<br>5 PM -18.4% |
| | | Largest Magnitude Saturday Increase over one year ago<br>11 AM 13.9% | Largest Magnitude Saturday Increase over last quarter<br>11 AM 34.4% |
| Average Vehicle Hours of Delay by Hour of Day at 35 mph, Sundays/ Holidays |  | Largest Magnitude Sun./Holiday Decrease over one year ago<br>9 PM -78% | Largest Magnitude Sun./Holiday Decrease over last quarter<br>3 PM -20.1% |
| | | Largest Magnitude Sun./Holiday Increase over one year ago<br>10 AM 35% | Largest Magnitude Sun./Holiday Increase over last quarter<br>10 AM 80% |

| Measure | Graph | Percentage Change | |
|---|---|---|---|
| Total Vehicle Hours of Delay (VHD) by County at 35 mph |  | Largest Magnitude Decrease over one year ago<br>–<br>Largest Magnitude Increase over one year ago<br>San Diego 0.1% | Largest Magnitude Decrease over last quarter<br>–<br>Largest Magnitude Increase over last quarter<br>San Diego 5.9% |
| Average Non-Holiday Weekday Equivalent Lost Lane Mile Hours at 35 mph |  | Largest Magnitude Decrease over one year ago<br>Off-Peak Night -10.2%<br>Largest Magnitude Increase over one year ago<br>AM Peak 6.1% | Largest Magnitude Decrease over last quarter<br>AM Peak -11.1%<br>Largest Magnitude Increase over last quarter<br>PM Peak 12.4% |
| Average Number of Good and Bad Detectors |  | Change in Good over one year ago<br>0.1%<br>Change in Bad over one year ago<br>-5% | Change in Good over last quarter<br>-1.0%<br>Change in Bad over last quarter<br>1% |

| Congestion by Route | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Vehicle Hours of Delay at 35 mph | | | Difference 2019 Q3-2018 Q3 | | Difference 2019 Q3-2019 Q2 | | Rank | | |
| Route | County | 2018 Q3 | 2019 Q2 | 2019 Q3 | Absolute | Percentage | Absolute | Percentage | 2018 Q3 | 2019 Q2 | 2019 Q3 |
| I5 | San Diego | 1,341,444 | 1,208,222 | 1,331,558 | -9,886 | -0.7% | 123,336 | 10.2% | 1 | 1 | 1 |
| I805 | San Diego | 647,941 | 604,900 | 640,136 | -7,805 | -1.2% | 35,236 | 5.8% | 2 | 3 | 2 |
| I15 | San Diego | 567,948 | 645,955 | 611,187 | 43,238 | 7.6% | -34,768 | -5.4% | 3 | 2 | 3 |
| SR78 | San Diego | 236,631 | 223,334 | 247,553 | 10,921 | 4.6% | 24,218 | 10.8% | 4 | 4 | 4 |
| SR125 | San Diego | 174,139 | 170,862 | 178,961 | 4,822 | 2.8% | 8,098 | 4.7% | 6 | 5 | 5 |
| I8 | San Diego | 184,293 | 153,902 | 175,847 | -8,446 | -4.6% | 21,945 | 14.3% | 5 | 6 | 6 |
| SR163 | San Diego | 135,404 | 129,276 | 137,224 | 1,820 | 1.3% | 7,949 | 6.1% | 7 | 7 | 7 |
| SR52 | San Diego | 118,935 | 86,631 | 83,139 | -35,796 | -30.1% | -3,492 | -4.0% | 8 | 8 | 8 |
| SR56 | San Diego | 64,371 | 59,542 | 72,137 | 7,766 | 12.1% | 12,596 | 21.2% | 10 | 10 | 9 |
| SR94 | San Diego | 65,629 | 60,768 | 54,836 | -10,792 | -16.4% | -5,931 | -9.8% | 9 | 9 | 10 |
| I905 | San Diego | 6,660 | 3,573 | 9,277 | 2,617 | 39.3% | 5,704 | 159.7% | 11 | 12 | 11 |
| SR76 | San Diego | 2,863 | 3,642 | 5,983 | 3,120 | 109.0% | 2,341 | 64.3% | 12 | 11 | 12 |
| SR54 | San Diego | 1,202 | 2,008 | 2,044 | 843 | 70.1% | 36 | 1.8% | 13 | 13 | 13 |
| SR67 | San Diego | 7 | 698 | 131 | 124 | 1881.8% | -567 | -81.3% | 14 | 14 | 14 |
| SR11 | San Diego | 0 | 0 | 1 | 1 | | 1 | | | | 15 |
| **TOTALS** | | **3,547,466** | **3,353,313** | **3,550,014** | **2,548** | **0.1%** | **196,701** | **5.9%** | | | |

**Route 11 started to report data on Q3 2019.**