

# District 10 Mobility Performance Report

2021 First Quarter

**DEPARTMENT OF TRANSPORTATION**

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## District 10 Mobility Performance Report

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2021 First Quarter

### EXECUTIVE SUMMARY

#### Overview

Caltrans District 10 contains eight counties located within the Central Valley (San Joaquin / Stanislaus / Merced) and the Sierra Nevada (Amador / Calaveras / Tuolumne / Mariposa / Alpine). Over the years detection in Alpine and Calaveras Counties has been sparse, so the District 10 Mobility Performance Report (MPR) no longer includes these two counties in the quarterly report.

The MPR quarterly analysis compares information in the current quarter to that of the previous quarter and the quarter one year prior. The following are the performance measures reported in the MPR:

- Vehicle Miles Traveled (VMT)
- Vehicle Hours of Delay (VHD)
- Lost Lane Miles (LLM)
- Detector Health (DH)

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 first quarter, total delay equaled 450 thousand vehicle hours of delay (VHD) at the 35 mph speed threshold and 1.6 million VHD at the 60 mph threshold. Compared to the same quarter the year before, there was an 8.5 percent total delay decrease in 35 mph quarterly delay and 9 percent

total delay decrease in 60 mph quarterly delay. The average weekday delay experienced in this quarter was approximately 6,676 VHD at 35 mph and 23,611 VHD at 60 mph. Compared to the same quarter the year before, there was a 5.1 percent decrease in 35 mph average weekday quarterly delay and 4.2 percent decrease in 60 mph average weekday quarterly delay. The decreased delay numbers at 35 mph and 60 mph can mainly be attributed to the fact that the COVID-19 lockdown began mid-March and ran through the first quarter of 2021. It is expected that the second quarter of 2021 will show increased delay across the board with COVID-19 cases decreasing and businesses returning to pre-COVID-19 operations.

### Top Ten Bottlenecks for Quarter 1

County	Shift	Fwy	Abs PM	CA PM	Latitude	Longitude	# Days Active	Avg Extent (Miles)	Total Delay (veh-hrs)	Total Duration (mins)
SJ	AM	I205-W	1.69	0.761	37.74	-121.54	54	2.46	54,935	8,790
SJ	AM	I205-W	3.31	2.38	37.74	-121.51	39	4.90	51,195	4,565
STA	PM	SR132-E	9.42	1.556	37.64	-121.25	58	5.69	33,079	8,395
SJ	PM	SR99-S	237.50	1.71	37.75	-121.13	59	1.19	16,541	9,135
SJ	PM	SR4-E	66.43	R18.9	37.96	-121.25	39	2.96	15,723	3,395
SJ	PM	I205-E	9.44	R8.51	37.76	-121.41	59	1.48	15,683	8,590
SJ	PM	SR99-S	240.43	4.64	37.77	-121.18	57	0.94	15,027	8,775
SJ	PM	SR99-S	238.76	2.971	37.76	-121.15	51	1.47	14,165	6,425
SJ	PM	I205-E	7.47	R6.543	37.76	-121.44	41	1.88	9,335	3,540
SJ	PM	I205-E	6.80	R5.871	37.76	-121.45	50	0.90	4,119	2,925

**SUMMARY TABLE FOR THE 2021 Q1 REPORT**

The following District 10 projects are currently being constructed or are scheduled for construction effective April 2021. These current and future (planned) projects will further relieve congestion in District 10:

**MERCED COUNTY**

**MER 99 NB LIVINGSTON MEDIAN WIDENING; EA 10-0Q121**

Lane widening from 2 to 3 lanes

Approve Construction Contract Date – 08/01/2021

End Project – 10/02/2023

**MER 99 SB LIVINGSTON MEDIAN WIDENING; EA 10-0Q122**

Lane widening from 2 to 3 lanes  
Approve Construction Contract Date – 01/19/2019  
End Project – 10/01/2021

**MER 152 – LOS BANOS BYPASS SEGMENT I; EA 10-41911**

Convert 4 lane expressway to 6 lane freeway  
Approve Construction Contract Date – 05/15/2018  
End Project – 11/01/2022

**SAN JOAQUIN COUNTY**

**SJ 4 RAMP METERING IMPROVEMENTS; EA 10-1F180**

Install ramp meters along SR 4 between the I-5 and SR 99 Connectors  
Currently in PRS/PDS; PA&ED Scheduled for mid-2016  
End Project – Estimated to be mid 2022

**SJ 120 RAMP METERING IMPROVEMENTS; EA 10-1F040**

Install ramp meters along SR 4 between the I-5 and SR 99 Connectors  
Currently in PS&E  
End Project – Estimated to be 2023

**I-205 SMART CORRIDOR PHASE 2; EA 10-1C330**

Install ramp meters and ITS elements along I205 from MacArthur to Grant Line Road  
Currently in PS&E  
End Project – Estimated to be 2022

**I-205 – MOUNTAIN HOUSE PARKWAY INTERCHANGE PROJECT; EA 10-1E210**

Improve the I-205 – Mountain House Parkway Interchange to accommodate planned future growth in and around the City of Tracy  
Currently in PS&E  
End Project – Estimated to be 2025

**I-580 – PATTERSON PASS ROAD INTERCHANGE PROJECT; EA 10-1E220**

Improve the I-205 – Patterson Pass Road Interchange to accommodate planned future growth in and around the City of Tracy  
Currently in PS&E  
End Project – Estimated to be 2025

**I-205 – LAMMERS ROAD / 11<sup>TH</sup> STREET INTERCHANGE PROJECT; EA 10-0H910**

Construct the I-205 – Lammers Road / 11<sup>th</sup> Street Interchange to accommodate planned future growth in and around the City of Tracy  
Currently in PS&E  
End Project – Estimated to be 2025

**STANISLAUS COUNTY**

**STA 99 / SJ 99 RAMP METERING & MAINLINE IMPROVEMENTS; EA 10-1C300**

Improve Mainline and Ramp Operations; Standardize Structure Clearance; Add Auxiliary Lane  
Project Complete

The above capacity increasing, ramp metering, interchange improvement, and interchange construction projects are located on the routes, in the cities, and in the counties that experience the most congestion in District 10. It is expected that the projects will help increase the Vehicle Miles Traveled while reducing congestion and delay as the population and demand in District 10 grows over the next 10 years.

The next section of this report summarizes the District 10 2021 Q1 Quarterly Mobility Statistics.

## 2021 Q1 Quarterly Mobility Statistics District 10

**Data may change in coming months due to on-going reconciliation process**

Measure	Graph	Percentage Change	
Vehicle Miles of Travel (VMT)		Over one year ago	Over last quarter
		1.1%	-0.4%
		↑	↓
Total Vehicle Hours of Delay (VHD) at 35 mph		Over one year ago	Over last quarter
		-8.5%	20.2%
		↓	↑
Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 35 mph		Over one year ago	Over last quarter
		-5.1%	28.1%
		↓	↑
Total Vehicle Hours of Delay (VHD) at 60 mph		Over one year ago	Over last quarter
		-9%	7.1%
		↓	↑
Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 60 mph		Over one year ago	Over last quarter
		-4.2%	13.1%
		↓	↑

For further information regarding the content of this report, contact:  
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## 2021 Q1 Quarterly Mobility Statistics District 10

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Measure	Graph	Percentage Change	
Average Vehicle Hours of Delay by Day of Week at 60 mph		Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter
		Tuesday -16.7% ↓	Sun/Hol -36.8% ↓
		Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter
Friday 7.1% ↑	Wednesday 32.2% ↑		
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Weekdays		Largest Magnitude Weekday Decrease over one year ago	Largest Magnitude Weekday Decrease over last quarter
		6 AM -33.2% ↓	6 PM -11.2% ↓
		Largest Magnitude Weekday Increase over one year ago	Largest Magnitude Weekday Increase over last quarter
4 PM 24.3% ↑	4 PM 29.2% ↑		
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Saturdays		Largest Magnitude Saturday Decrease over one year ago	Largest Magnitude Saturday Decrease over last quarter
		1 AM -53.2% ↓	8 AM -50.1% ↓
		Largest Magnitude Saturday Increase over one year ago	Largest Magnitude Saturday Increase over last quarter
11 AM 91.5% ↑	4 PM 161.5% ↑		
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Sundays/Holidays		Largest Magnitude Sun./Holiday Decrease over one year ago	Largest Magnitude Sun./Holiday Decrease over last quarter
		1 PM -65% ↓	4 PM -34.3% ↓
		Largest Magnitude Sun./Holiday Increase over one year ago	Largest Magnitude Sun./Holiday Increase over last quarter
3 AM 48.3% ↑	-		

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## 2021 Q1 Quarterly Mobility Statistics District 10

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Measure	Graph	Percentage Change	
<b>Total Vehicle Hours of Delay (VHD) by County at 35 mph</b>		<b>Largest Magnitude Decrease over one year ago</b>	<b>Largest Magnitude Decrease over last quarter</b>
		Stanislaus -25.1%	Amador -21.7%
		<b>Largest Magnitude Increase over one year ago</b>	<b>Largest Magnitude Increase over last quarter</b>
		Tuolumne 240.8%	San Joaquin 23.5%
<b>Average Non-Holiday Weekday Equivalent Lost Lane Mile Hours at 35 mph</b>		<b>Largest Magnitude Decrease over one year ago</b>	<b>Largest Magnitude Decrease over last quarter</b>
		AM Peak -36.7%	PM Peak -3.4%
		<b>Largest Magnitude Increase over one year ago</b>	<b>Largest Magnitude Increase over last quarter</b>
		PM Peak 13%	Off-Peak Day 7.1%
<b>Average Number of Good and Bad Detectors</b>		<b>Change in Good over one year ago</b>	<b>Change in Good over last quarter</b>
		1%	0%
		<b>Change in Bad over one year ago</b>	<b>Change in Bad over last quarter</b>
		9%	3%

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**2021 Q1 Quarterly Mobility Statistics  
District 10**

**Data may change in coming months due to on-going reconciliation process**

Congestion by Route											
Route	County	Vehicle Hours of Delay at 35 mph			Difference 2021 Q1-2020 Q1		Difference 2021 Q1-2020 Q4		Rank		
		2020 Q1	2020 Q4	2021 Q1	Absolute	Percentage	Absolute	Percentage	2020 Q1	2020 Q4	2021 Q1
I205	San Joaquin	254036.2	106411.8	159310	-94726.2	-37%	52,898	50%	1	1	1
I5	San Joaquin	53631.6	55397.2	120662.4	67030.8	125%	65,265	118%	5	3	2
SR99	San Joaquin	58587.5	71680.9	62868.4	4280.9	7%	(8,812)	-12%	4	2	3
SR99	Stanislaus	73702.9	38511.7	50255.9	-23447	-32%	11,744	30%	3	4	4
SR132	Stanislaus	21371.8	29152.4	22599.3	1227.5	6%	(6,553)	-22%	7	6	5
SR120	San Joaquin	15139.6	20190.8	21020.8	5881.2	39%	830	4%	8	7	6
I580	San Joaquin	122782.7	31245.1	19510.9	-103271.8	-84%	(11,734)	-38%	2	5	7
SR4	San Joaquin	25463.4	12733.5	15973.5	-9489.9	-37%	3,240	25%	6	8	8
SR99	Merced	12254.7	12066.7	13927.5	1672.8	14%	1,861	15%	9	9	9
SR108	Tuolumne	2207.2	2812.1	7844	5636.8	255%	5,032	179%	15	13	10
SR132	San Joaquin	4254.2	6117	4792.9	538.7	13%	(1,324)	-22%	10	10	11
SR12	San Joaquin	3916	4304	3097.2	-818.8	-21%	(1,207)	-28%	12	11	12
SR219	Stanislaus	3160	1491.7	1881.1	-1278.9	-40%	389	26%	13	15	13
I5	Stanislaus	4021.1	3531.5	1818	-2203.1	-55%	(1,714)	-49%	11	12	14
I5	Merced	1154.6	2026.9	963.4	-191.2	-17%	(1,064)	-52%	16	14	15
SR16	Amador	25.8	834.2	447.3	421.5	1634%	(387)	-46%	21	16	16
SR165	Merced	201.4	425.4	409.1	207.7	103%	(16)	-4%	17	17	17
SR88	Amador	46.6	15.8	236.2	189.6	407%	220	1395%	19	22	18
SR49	Mariposa	2332	63.8	45.6	-2286.4	-98%	(18)	-29%	14	20	19
SR49	Tuolumne	24.5	67.2	7.4	-17.1	-70%	(60)	-89%	22	19	20
SR152	Merced	40.7	252.9	4.9	-35.8	-88%	(248)	-98%	20	18	21
SR104	Amador	2.8	3.7	4.8	2	71%	1	30%	24	23	22
SR124	Amador	6.3	25.3	0.2	-6.1	-97%	(25)	-99%	23	21	23
SR120	Tuolumne	72	1.9	0	-72	-100%	(2)	-100%	18	24	
<b>TOTALS</b>		<b>658,436</b>	<b>399,364</b>	<b>507,681</b>	<b>-150,755</b>	<b>-22.9%</b>	<b>108,317</b>	<b>27.1%</b>			

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