

# District 10 Mobility Performance

2022 Second Quarter

**DEPARTMENT OF TRANSPORTATION**

July 31, 2022  
: Jaime Q. Quesada

## District 10 Mobility Performance Report

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2022 Second 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 second quarter, total delay equaled 582 thousand vehicle hours of delay (VHD) at the 35 mph speed threshold and 2.0 million VHD at the 60 mph threshold. Compared to the same quarter the year before, there was a 0.8 percent total delay decrease in 35 mph quarterly delay and 0.3 percent

total delay decrease in 60 mph quarterly delay. The average weekday delay experienced in this quarter was approximately 8,486 VHD at 35 mph and 28,195 VHD at 60 mph. Compared to the same quarter the year before, there was a 5.4 percent increase in 35 mph average weekday quarterly delay and 3.8 percent increase in 60 mph average weekday quarterly delay. The small overall change in delay numbers at 35 mph and 60 mph can mainly be attributed to the fact that the COVID-19 traffic patterns are balancing out in the past year. It is expected that the third quarter of 2022 will continue the same trend of small overall change in delay numbers because traffic flows are balancing out throughout post COVID-19 District 10.

## Top Ten Bottlenecks for Quarter 2

| 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   | 62            | 2.91               | 103,518               | 12,425                |
| SJ     | PM    | SR99-S  | 238.76 | 2.971   | 37.76    | -121.15   | 60            | 2.64               | 42,587                | 9,375                 |
| SJ     | PM    | SR99-S  | 236.56 | 0.776   | 37.74    | -121.12   | 62            | 2.32               | 37,101                | 10,425                |
| SJ     | PM    | SR4-E   | 66.43  | R18.9   | 37.96    | -121.25   | 49            | 3.12               | 27,952                | 5,275                 |
| STA    | PM    | SR99-S  | 228.80 | R17.767 | 37.66    | -121.03   | 53            | 1.39               | 16,332                | 5,795                 |
| SJ     | PM    | I205-E  | 9.44   | R8.51   | 37.76    | -121.41   | 52            | 1.26               | 9,657                 | 6,500                 |
| SJ     | PM    | I205-E  | 10.22  | R9.29   | 37.76    | -121.39   | 26            | 2.23               | 8,891                 | 2,035                 |
| SJ     | PM    | SR120-E | 0.42   | R0.914  | 37.79    | -121.30   | 60            | 1.29               | 8,504                 | 7,915                 |
| SJ     | PM    | I205-E  | 12.87  | R11.94  | 37.77    | -121.34   | 34            | 1.80               | 6,933                 | 2,875                 |
| SJ     | PM    | I5-N    | 466.93 | R21.435 | 37.88    | -121.28   | 54            | 1.31               | 6,493                 | 4,295                 |

SUMMARY TABLE FOR THE 2022 Q2 REPORT

The following District 10 projects are currently being constructed or are scheduled for construction effective August 2022. 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 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 2023

**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 2023

**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 2027

**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 2027

**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 2027

**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 2022 Q2 Quarterly Mobility Statistics.

## 2022 Q2 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)                                      | <p>Miles (Billions)</p> <table border="1"> <tr><th>Year</th><th>Q2</th></tr> <tr><td>2021</td><td>1.91</td></tr> <tr><td>2022</td><td>1.85</td></tr> <tr><td>2022</td><td>2.00</td></tr> </table>     | Year              | Q2    | 2021 | 1.91  | 2022 | 1.85  | 2022 | 2.00  | Over one year ago | Over last quarter |
|  |   | Year              | Q2    |      |       |      |       |      |       |                   |                   |
|  |   | 2021              | 1.91  |      |       |      |       |      |       |                   |                   |
| 2022   | 1.85  |                   |       |      |       |      |       |      |       |                   |                   |
| 2022   | 2.00  |                   |       |      |       |      |       |      |       |                   |                   |
| 4.8%   | 8.2%  |                   |       |      |       |      |       |      |       |                   |                   |
| ↑  | ↑   |                   |       |      |       |      |       |      |       |                   |                   |
| Total Vehicle Hours of Delay (VHD) at 35 mph                       | <p>Hours (Thousands)</p> <table border="1"> <tr><th>Year</th><th>Q2</th></tr> <tr><td>2021</td><td>586.1</td></tr> <tr><td>2022</td><td>493.1</td></tr> <tr><td>2022</td><td>581.7</td></tr> </table> | Year              | Q2    | 2021 | 586.1 | 2022 | 493.1 | 2022 | 581.7 | Over one year ago | Over last quarter |
|  |   | Year              | Q2    |      |       |      |       |      |       |                   |                   |
|  |   | 2021              | 586.1 |      |       |      |       |      |       |                   |                   |
| 2022   | 493.1   |                   |       |      |       |      |       |      |       |                   |                   |
| 2022   | 581.7   |                   |       |      |       |      |       |      |       |                   |                   |
| -0.8%  | 18%   |                   |       |      |       |      |       |      |       |                   |                   |
| ↓  | ↑   |                   |       |      |       |      |       |      |       |                   |                   |
| Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 35 mph | <p>Hours</p> <table border="1"> <tr><th>Year</th><th>Q2</th></tr> <tr><td>2021</td><td>8,051</td></tr> <tr><td>2022</td><td>7,321</td></tr> <tr><td>2022</td><td>8,486</td></tr> </table>             | Year              | Q2    | 2021 | 8,051 | 2022 | 7,321 | 2022 | 8,486 | Over one year ago | Over last quarter |
|  |   | Year              | Q2    |      |       |      |       |      |       |                   |                   |
|  |   | 2021              | 8,051 |      |       |      |       |      |       |                   |                   |
| 2022   | 7,321   |                   |       |      |       |      |       |      |       |                   |                   |
| 2022   | 8,486   |                   |       |      |       |      |       |      |       |                   |                   |
| 5.4%   | 15.9%   |                   |       |      |       |      |       |      |       |                   |                   |
| ↑  | ↑   |                   |       |      |       |      |       |      |       |                   |                   |
| Total Vehicle Hours of Delay (VHD) at 60 mph                       | <p>Hours (Millions)</p> <table border="1"> <tr><th>Year</th><th>Q2</th></tr> <tr><td>2021</td><td>2.00</td></tr> <tr><td>2022</td><td>1.80</td></tr> <tr><td>2022</td><td>2.00</td></tr> </table>     | Year              | Q2    | 2021 | 2.00  | 2022 | 1.80  | 2022 | 2.00  | Over one year ago | Over last quarter |
|  |   | Year              | Q2    |      |       |      |       |      |       |                   |                   |
|  |   | 2021              | 2.00  |      |       |      |       |      |       |                   |                   |
| 2022   | 1.80  |                   |       |      |       |      |       |      |       |                   |                   |
| 2022   | 2.00  |                   |       |      |       |      |       |      |       |                   |                   |
| -0.3%  | 12.1%   |                   |       |      |       |      |       |      |       |                   |                   |
| ↓  | ↑   |                   |       |      |       |      |       |      |       |                   |                   |
| Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 60 mph | <p>Hours (Thousands)</p> <table border="1"> <tr><th>Year</th><th>Q2</th></tr> <tr><td>2021</td><td>27</td></tr> <tr><td>2022</td><td>26</td></tr> <tr><td>2022</td><td>28</td></tr> </table>          | Year              | Q2    | 2021 | 27    | 2022 | 26    | 2022 | 28    | Over one year ago | Over last quarter |
|  |   | Year              | Q2    |      |       |      |       |      |       |                   |                   |
|  |   | 2021              | 27    |      |       |      |       |      |       |                   |                   |
| 2022   | 26  |                   |       |      |       |      |       |      |       |                   |                   |
| 2022   | 28  |                   |       |      |       |      |       |      |       |                   |                   |
| 3.8%   | 7.9%  |                   |       |      |       |      |       |      |       |                   |                   |
| ↑  | ↑   |                   |       |      |       |      |       |      |       |                   |                   |

For further information regarding the content of this report, contact:  
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## 2022 Q2 Quarterly Mobility Statistics District 10

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

| Measure   | Graph | Percentage Change   |   |
|---|-------|---|---|
| Average Vehicle Hours of Delay by Day of Week at 60 mph                   |       | Largest Magnitude Decrease over one year ago<br><br>Saturday -24.4% <span style="color: green; font-size: 2em;">↓</span>          | Largest Magnitude Decrease over last quarter<br><br>Saturday -8.4% <span style="color: green; font-size: 2em;">↓</span>           |
|   |       | Largest Magnitude Increase over one year ago<br><br>Thursday 10.6% <span style="color: red; font-size: 2em;">↑</span>             | Largest Magnitude Increase over last quarter<br><br>Tuesday 11.5% <span style="color: red; font-size: 2em;">↑</span>              |
| Average Vehicle Hours of Delay by Hour of Day at 35 mph, Weekdays         |       | Largest Magnitude Weekday Decrease over one year ago<br><br>4 AM -41.6% <span style="color: green; font-size: 2em;">↓</span>      | Largest Magnitude Weekday Decrease over last quarter<br><br>10 AM -17.4% <span style="color: green; font-size: 2em;">↓</span>     |
|   |       | Largest Magnitude Weekday Increase over one year ago<br><br>7 AM 23.4% <span style="color: red; font-size: 2em;">↑</span>         | Largest Magnitude Weekday Increase over last quarter<br><br>3 PM 26.2% <span style="color: red; font-size: 2em;">↑</span>         |
| Average Vehicle Hours of Delay by Hour of Day at 35 mph, Saturdays        |       | Largest Magnitude Saturday Decrease over one year ago<br><br>2 PM -43.5% <span style="color: green; font-size: 2em;">↓</span>     | Largest Magnitude Saturday Decrease over last quarter<br><br>5 PM -52.2% <span style="color: green; font-size: 2em;">↓</span>     |
|   |       | Largest Magnitude Saturday Increase over one year ago<br><br>4 PM 20.4% <span style="color: red; font-size: 2em;">↑</span>        | Largest Magnitude Saturday Increase over last quarter<br><br>4 PM 18.1% <span style="color: red; font-size: 2em;">↑</span>        |
| Average Vehicle Hours of Delay by Hour of Day at 35 mph, Sundays/Holidays |       | Largest Magnitude Sun./Holiday Decrease over one year ago<br><br>1 PM -65.1% <span style="color: green; font-size: 2em;">↓</span> | Largest Magnitude Sun./Holiday Decrease over last quarter<br><br>9 AM -87.1% <span style="color: green; font-size: 2em;">↓</span> |
|   |       | Largest Magnitude Sun./Holiday Increase over one year ago<br><br>9 PM 43.4% <span style="color: red; font-size: 2em;">↑</span>    | Largest Magnitude Sun./Holiday Increase over last quarter<br><br>9 PM 1152.9% <span style="color: red; font-size: 2em;">↑</span>  |

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## 2022 Q2 Quarterly Mobility Statistics District 10

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

| Measure  | Graph | Percentage Change                               |   |
|--|-------|---|---|
| <b>Total Vehicle Hours of Delay (VHD) by County at 35 mph</b>                |       | Largest Magnitude<br>Decrease over one year ago | Largest Magnitude<br>Decrease over last quarter |
|  |       | San Joaquin<br>-9%                              | Tuolumne<br>-58.1%                              |
| <b>Average Non-Holiday Weekday Equivalent Lost Lane Mile Hours at 35 mph</b> |       | Largest Magnitude<br>Decrease over one year ago | Largest Magnitude<br>Decrease over last quarter |
|  |       | PM Peak<br>-1.9%                                | -   |
| <b>Average Number of Good and Bad Detectors</b>                              |       | Change in Good over one year ago                | Change in Good over last quarter                |
|  |       | -1%   | -1%   |
|  |       | Change in Bad over one year ago                 | Change in Bad over last quarter                 |
|  |       | 5%  | 2%  |

District 10 Mobility Performance Report | 7/31/2022

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**2022 Q2 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<br>at 35 mph |                |                | Difference<br>2022 Q2-2021 Q2 |              | Difference<br>2022 Q2-2022 Q1 |             | Rank    |         |         |
|                     |             | 2021 Q2                             | 2022 Q1        | 2022 Q2        | Absolute                      | Percentage   | Absolute                      | Percentage  | 2021 Q2 | 2022 Q1 | 2022 Q2 |
| I205                | San Joaquin | 286,010                             | 226,539        | 235,466        | -50,544                       | -17.7%       | 8,927                         | 3.9%        | 1       | 1       | 1       |
| SR99                | Stanislaus  | 77,326                              | 100,972        | 103,676        | 26,350                        | 34.1%        | 2,704                         | 2.7%        | 4       | 2       | 2       |
| SR99                | San Joaquin | 98,245                              | 72,124         | 101,048        | 2,803                         | 2.9%         | 28,924                        | 40.1%       | 2       | 3       | 3       |
| I5                  | San Joaquin | 86,580                              | 50,135         | 43,684         | -42,896                       | -49.5%       | -6,451                        | -12.9%      | 3       | 4       | 4       |
| SR4                 | San Joaquin | 35,375                              | 27,266         | 33,469         | -1,906                        | -5.4%        | 6,204                         | 22.8%       | 5       | 6       | 5       |
| SR132               | Stanislaus  | 31,449                              | 33,782         | 33,364         | 1,915                         | 6.1%         | -419                          | -1.2%       | 6       | 5       | 6       |
| SR120               | San Joaquin | 27,871                              | 26,605         | 27,846         | -25                           | -0.1%        | 1,240                         | 4.7%        | 7       | 7       | 7       |
| SR99                | Merced      | 27,462                              | 15,432         | 20,204         | -7,257                        | -26.4%       | 4,772                         | 30.9%       | 8       | 8       | 8       |
| SR152               | Merced      | 47                                  | 8,954          | 14,975         | 14,928                        | 31829.9%     | 6,021                         | 67.2%       | 21      | 10      | 9       |
| I580                | San Joaquin | 14,829                              | 11,497         | 13,714         | -1,115                        | -7.5%        | 2,217                         | 19.3%       | 9       | 9       | 10      |
| I5                  | Stanislaus  | 5,846                               | 4,787          | 8,726          | 2,880                         | 49.3%        | 3,939                         | 82.3%       | 10      | 11      | 11      |
| SR12                | San Joaquin | 3,857                               | 3,686          | 5,830          | 1,973                         | 51.1%        | 2,144                         | 58.2%       | 12      | 12      | 12      |
| SR132               | San Joaquin | 4,964                               | 3,146          | 5,077          | 113                           | 2.3%         | 1,931                         | 61.4%       | 11      | 13      | 13      |
| SR219               | Stanislaus  | 1,547                               | 1,914          | 1,365          | -182                          | -11.8%       | -549                          | -28.7%      | 16      | 16      | 14      |
| SR165               | Merced      | 1,695                               | 2,418          | 1,304          | -392                          | -23.1%       | -1,114                        | -46.1%      | 15      | 15      | 15      |
| SR120               | Tuolumne    | 389                                 | 504            | 1,157          | 769                           | 197.8%       | 653                           | 129.7%      | 18      | 18      | 16      |
| I5                  | Merced      | 2,298                               | 163            | 637            | -1,661                        | -72.3%       | 474                           | 291.3%      | 13      | 20      | 17      |
| SR16                | Amador      | 889                                 | 838            | 390            | -499                          | -56.1%       | -447                          | -53.4%      | 17      | 17      | 18      |
| SR108               | Tuolumne    | 2,251                               | 2,754          | 212            | -2,039                        | -90.6%       | -2,542                        | -92.3%      | 14      | 14      | 19      |
| SR49                | Mariposa    | 132                                 | 71             | 110            | -22                           | -16.5%       | 39                            | 54.6%       | 20      | 22      | 20      |
| SR88                | Amador      | 335                                 | 226            | 65             | -270                          | -80.6%       | -162                          | -71.3%      | 19      | 19      | 21      |
| SR88                | San Joaquin | 0                                   | 140            | 34             | 34                            |              | -106                          | -75.4%      |         | 21      | 22      |
| SR124               | Amador      | 0                                   | 0              | 6              | 6                             |              | 6                             |             |         |         | 23      |
| SR49                | Tuolumne    | 26                                  | 9              | 1              | -24                           | -94.5%       | -7                            | -83.7%      | 22      | 23      | 24      |
| SR104               | Amador      | 5                                   | 0              | 0              | -5                            | -100.0%      | 0                             |             | 23      |         |         |
| SR140               | Merced      | 0                                   | 0              | 0              | 0                             |              | 0                             |             |         |         |         |
| <b>TOTALS</b>       |             | <b>709,427</b>                      | <b>593,961</b> | <b>652,360</b> | <b>-57,068</b>                | <b>-8.0%</b> | <b>58,398</b>                 | <b>9.8%</b> |         |         |         |

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