

District 11 Mobility Performance Report

2022 Second Quarter

DEPARTMENT OF TRANSPORTATION

July 25, 2022

: District 11- Traffic System Performance

District 11 Mobility Performance Report

2022 Second Quarter

EXECUTIVE SUMMARY

Overview

Caltrans District 11 consists of both the Imperial and San Diego counties, with San Diego having a population of approximately 3,351,740 residents and Imperial County with approximately 180,291 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 second quarter of 2022, total delay equaled 2.1 million vehicle hours of delay (VHD) at the 35 mph speed threshold, and 4.6 million VHD at the 60 mph threshold. The average weekday delay experienced in this quarter was approximately 28 thousand VHD at 35 mph, and 63 thousand VHD at 60 mph.

Top Ten Bottlenecks for the 2022 Second Quarter:

County	Shift	Fwy	Direction	Name	Abs PM	CA PM	Latitude	Longitude	# Days Active	Avg Extent (Miles)	Total Delay (veh-hrs)	Total Duration (mins)
San Diego	PM	I805-S	S	805 SB N-O 15	15.23	15.38	32.74	-117.12	63	6.75	224,383.30	11,805.00
San Diego	PM	SR125-S	S	Grossmont Blvd to 125 SB	1.83	0	32.59	-116.97	64	4.22	176,329.00	11,210.00
San Diego	PM	I5-S	S	Oceanside Blvd to 5 SB	52.27	R52.407	33.19	-117.36	38	4.58	80,784.50	5,790.00
San Diego	PM	SR78-E	E	Twin Oaks Villy Rd to 78 EB	12.98	12.988	33.14	-117.16	64	3.78	66,370.80	9,285.00
San Diego	PM	I15-S	S	Balboa Ave WB to 15 SB	9.37	R9.195	32.82	-117.12	64	2.11	65,673.10	10,035.00
San Diego	PM	I805-S	S	Nobel Dr to 805 SB	25.10	25.249	32.87	-117.19	64	2.23	56,715.40	9,490.00
San Diego	PM	I5-S	S	5th Ave to 5 SB	16.00	R16.11	32.72	-117.16	54	2.63	55,017.80	6,310.00
San Diego	PM	SR163-N	N	163 NB S-O I-8	2.79	3.34	32.76	-117.16	62	2.90	49,326.30	9,085.00
San Diego	PM	SR125-S	S	Lemon Ave to 125 SB	17.03	14.623	32.76	-117.01	64	1.45	44,974.40	12,880.00
San Diego	PM	I5-N	N	Poinsettia Ln to 5 NB	45.47	R45.582	33.10	-117.31	63	1.93	44,618.80	9,870.00
San Diego	PM	SR125-S	S	8 EB to 125 SB	17.54	15.133	32.76	-117.00	64	1.42	42,130.80	9,135.00

Quarterly Mobility Statistics

Measure	Graph	Percentage Change									
Vehicle Miles of Travel (VMT)	<p>Miles (Billions)</p> <table border="1"> <tr><th>Quarter</th><th>VMT (Billions)</th></tr> <tr><td>2021 Q2</td><td>3.44</td></tr> <tr><td>2022 Q1</td><td>3.34</td></tr> <tr><td>2022 Q2</td><td>3.5</td></tr> </table>	Quarter	VMT (Billions)	2021 Q2	3.44	2022 Q1	3.34	2022 Q2	3.5	Over one year ago	Over last quarter
		Quarter	VMT (Billions)								
		2021 Q2	3.44								
		2022 Q1	3.34								
2022 Q2	3.5										
1.7%	4.7%										
↑	↑										
Total Vehicle Hours of Delay (VHD) at 35 mph	<p>Hours (Millions)</p> <table border="1"> <tr><th>Quarter</th><th>VHD (Millions)</th></tr> <tr><td>2021 Q2</td><td>1.8</td></tr> <tr><td>2022 Q1</td><td>1.7</td></tr> <tr><td>2022 Q2</td><td>2.1</td></tr> </table>	Quarter	VHD (Millions)	2021 Q2	1.8	2022 Q1	1.7	2022 Q2	2.1	Over one year ago	Over last quarter
		Quarter	VHD (Millions)								
		2021 Q2	1.8								
		2022 Q1	1.7								
2022 Q2	2.1										
15.4%	20.6%										
↑	↑										
Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 35 mph	<p>Hours (Thousands)</p> <table border="1"> <tr><th>Quarter</th><th>VHD (Thousands)</th></tr> <tr><td>2021 Q2</td><td>20</td></tr> <tr><td>2022 Q1</td><td>24</td></tr> <tr><td>2022 Q2</td><td>28</td></tr> </table>	Quarter	VHD (Thousands)	2021 Q2	20	2022 Q1	24	2022 Q2	28	Over one year ago	Over last quarter
		Quarter	VHD (Thousands)								
		2021 Q2	20								
		2022 Q1	24								
2022 Q2	28										
37.9%	15.3%										
↑	↑										
Total Vehicle Hours of Delay (VHD) at 60 mph	<p>Hours (Millions)</p> <table border="1"> <tr><th>Quarter</th><th>VHD (Millions)</th></tr> <tr><td>2021 Q2</td><td>4.4</td></tr> <tr><td>2022 Q1</td><td>4.1</td></tr> <tr><td>2022 Q2</td><td>4.6</td></tr> </table>	Quarter	VHD (Millions)	2021 Q2	4.4	2022 Q1	4.1	2022 Q2	4.6	Over one year ago	Over last quarter
		Quarter	VHD (Millions)								
		2021 Q2	4.4								
		2022 Q1	4.1								
2022 Q2	4.6										
4.4%	12.2%										
↑	↑										
Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 60 mph	<p>Hours (Thousands)</p> <table border="1"> <tr><th>Quarter</th><th>VHD (Thousands)</th></tr> <tr><td>2021 Q2</td><td>53</td></tr> <tr><td>2022 Q1</td><td>58</td></tr> <tr><td>2022 Q2</td><td>63</td></tr> </table>	Quarter	VHD (Thousands)	2021 Q2	53	2022 Q1	58	2022 Q2	63	Over one year ago	Over last quarter
		Quarter	VHD (Thousands)								
		2021 Q2	53								
		2022 Q1	58								
2022 Q2	63										
18.4%	7.9%										
↑	↑										

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
		Saturday -39.8% ↓	Friday -1.2% ↓
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
		1 PM -40.6% ↓	8 AM -10.8% ↓
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
		3 PM -50% ↓	6 PM -29.4% ↓
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
		2 PM -42.8% ↓	6 PM -40% ↓
		Largest Magnitude Sun./Holiday Increase over one year ago	Largest Magnitude Sun./Holiday Increase over last quarter
		Tuesday 45% ↑	Tuesday 22.6% ↑
		5 PM 51% ↑	5 PM 24.7% ↑
		7 AM 83.8% ↑	11 AM 48.5% ↑
		4 AM 139.4% ↑	12 PM 42.2% ↑

Measure	Graph	Percentage Change	
Total Vehicle Hours of Delay (VHD) by County at 35 mph	<p>Hours (Millions)</p> <p>San Diego</p> <p>2021 Q2: 1.82 2022 Q1: 1.75 2022 Q2: 2.1</p>	Largest Magnitude Decrease over one year ago -	Largest Magnitude Decrease over last quarter -
		Largest Magnitude Increase over one year ago San Diego 15.4% ↑	Largest Magnitude Increase over last quarter San Diego 20.6% ↑
Average Non-Holiday Weekday Equivalent Lost Lane Mile Hours at 35 mph	<p>Miles</p> <p>AM Peak (6 AM to 10 AM) Off-Peak Day (10 AM to 3 PM) PM Peak (3 PM to 7 PM) Off-Peak Night (7 PM to 6 AM)</p> <p>2021 Q2 2022 Q1 2022 Q2</p>	Largest Magnitude Decrease over one year ago Off-Peak Day -33.3% ↓	Largest Magnitude Decrease over last quarter Off-Peak Night -2.1% ↓
		Largest Magnitude Increase over one year ago AM Peak 143.7% ↑	Largest Magnitude Increase over last quarter PM Peak 14.1% ↑
Average Number of Good and Bad Detectors	<p>Number of Detectors</p> <p>Average of Good Average of Bad</p> <p>2021 Q2: 3,358 Good, 607 Bad 2022 Q1: 3,022 Good, 1,131 Bad 2022 Q2: 3,062 Good, 1,091 Bad</p>	Change in Good over one year ago -9% ↓	Change in Good over last quarter 1% ↑
		Change in Bad over one year ago 80% ↑	Change in Bad over last quarter -3% ↓

Congestion by Route											
Route	County	Vehicle Hours of Delay at 35 mph			Difference 2022 Q2-2021 Q2		Difference 2022 Q2-2022 Q1		Rank		
		2021 Q2	2022 Q1	2022 Q2	Absolute	Percentage	Absolute	Percentage	2021 Q2	2022 Q1	2022 Q2
I5	San Diego	876,148	655,931	715,914	-160,235	-18.3%	59,983	9.1%	1	1	1
I805	San Diego	152,405	298,328	406,706	254,301	166.9%	108,379	36.3%	4	2	2
SR125	San Diego	113,067	146,157	253,504	140,437	124.2%	107,348	73.4%	5	4	3
I15	San Diego	325,296	274,910	251,342	-73,955	-22.7%	-23,568	-8.6%	2	3	4
SR78	San Diego	160,664	114,223	175,603	14,939	9.3%	61,381	53.7%	3	5	5
SR163	San Diego	38,142	44,851	80,809	42,667	111.9%	35,958	80.2%	8	8	6
I8	San Diego	73,568	81,560	74,372	805	1.1%	-7,188	-8.8%	6	6	7
SR52	San Diego	38,289	60,783	65,062	26,773	69.9%	4,279	7.0%	7	7	8
SR56	San Diego	20,043	24,551	36,978	16,935	84.5%	12,427	50.6%	9	10	9
SR94	San Diego	14,735	29,356	27,321	12,586	85.4%	-2,035	-6.9%	10	9	10
I905	San Diego	3,419	10,915	10,901	7,482	218.8%	-14	-0.1%	12	11	11
SR54	San Diego	2,552	1,342	5,315	2,763	108.3%	3,973	296.0%	13	13	12
SR67	San Diego	344	409	616	272	79.0%	208	50.7%	14	14	13
SR76	San Diego	5,716	2,433	243	-5,473	-95.7%	-2,190	-90.0%	11	12	14
SR11	San Diego	1	8	2	1	122.2%	-6	-75.0%	15	15	15
TOTALS		1,824,390	1,745,756	2,104,688	280,299	15.4%	358,932	20.6%			