

District 11 Mobility Performance Report

2022 Third Quarter

DEPARTMENT OF TRANSPORTATION

October 21, 2022
: District 11- Traffic System Performance

District 11 Mobility Performance Report

2022 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 3,286,069 residents and Imperial County with approximately 179,702 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 2022, total delay equaled 2.3 million vehicle hours of delay (VHD) at the 35 mph speed threshold, and 4.8 million VHD at the 60 mph threshold. The average weekday delay experienced in this quarter was approximately 32 thousand VHD at 35 mph, and 68 thousand VHD at 60 mph.

Top Ten Bottlenecks for the 2022 Third 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	SR125-S	S	Grossmont Blvd to 125 SB	1.83	0	32.59	-116.97	63	4.38	193,432.00	11,550.00
San Diego	PM	I805-S	S	805 SB N-O 15	15.23	15.38	32.74	-117.12	54	6.86	154,601.80	8,710.00
San Diego	PM	I5-S	S	5 SB N-O Civic Center Dr	10.80	R10.898	32.67	-117.11	56	3.46	80,799.50	8,895.00
San Diego	PM	SR52-E	E	52 EB W-O 15	7.25	7.245	32.84	-117.12	61	1.50	74,940.40	12,215.00
San Diego	PM	I15-S	S	Balboa Ave WB to 15 SB	9.37	R9.195	32.82	-117.12	63	2.21	67,450.20	9,510.00
San Diego	PM	I5-S	S	5th Ave to 5 SB	16.00	R16.11	32.72	-117.16	57	2.77	61,937.60	6,865.00
San Diego	PM	I805-S	S	805 SB @ University Ave.	15.84	15.99	32.75	-117.12	20	6.61	60,223.30	3,020.00
San Diego	PM	SR125-S	S	Lemon Ave to 125 SB	17.03	14.623	32.76	-117.01	57	1.69	56,943.10	12,215.00
San Diego	PM	SR163-N	N	163 NB S-O I-8	2.79	3.34	32.76	-117.16	63	2.90	56,603.50	10,475.00
San Diego	PM	I5-S	S	Mission Bay Dr-Grand to 5 SB	22.89	R22.999	32.80	-117.21	59	3.26	55,999.40	6,565.00

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 Q3</td><td>3.55</td></tr> <tr><td>2022 Q2</td><td>3.5</td></tr> <tr><td>2022 Q3</td><td>3.54</td></tr> </table>	Quarter	VMT (Billions)	2021 Q3	3.55	2022 Q2	3.5	2022 Q3	3.54	Over one year ago	Over last quarter
		Quarter	VMT (Billions)								
		2021 Q3	3.55								
2022 Q2	3.5										
2022 Q3	3.54										
-0.3%	1.1%										
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 Q3</td><td>2.2</td></tr> <tr><td>2022 Q2</td><td>2.1</td></tr> <tr><td>2022 Q3</td><td>2.3</td></tr> </table>	Quarter	VHD (Millions)	2021 Q3	2.2	2022 Q2	2.1	2022 Q3	2.3	Over one year ago	Over last quarter
		Quarter	VHD (Millions)								
		2021 Q3	2.2								
2022 Q2	2.1										
2022 Q3	2.3										
4.5%	7.9%										
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 Q3</td><td>27</td></tr> <tr><td>2022 Q2</td><td>28</td></tr> <tr><td>2022 Q3</td><td>32</td></tr> </table>	Quarter	VHD (Thousands)	2021 Q3	27	2022 Q2	28	2022 Q3	32	Over one year ago	Over last quarter
		Quarter	VHD (Thousands)								
		2021 Q3	27								
2022 Q2	28										
2022 Q3	32										
18%	13.9%										
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 Q3</td><td>5</td></tr> <tr><td>2022 Q2</td><td>4.6</td></tr> <tr><td>2022 Q3</td><td>4.8</td></tr> </table>	Quarter	VHD (Millions)	2021 Q3	5	2022 Q2	4.6	2022 Q3	4.8	Over one year ago	Over last quarter
		Quarter	VHD (Millions)								
		2021 Q3	5								
2022 Q2	4.6										
2022 Q3	4.8										
-3.2%	4.5%										
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 Q3</td><td>64</td></tr> <tr><td>2022 Q2</td><td>63</td></tr> <tr><td>2022 Q3</td><td>68</td></tr> </table>	Quarter	VHD (Thousands)	2021 Q3	64	2022 Q2	63	2022 Q3	68	Over one year ago	Over last quarter
		Quarter	VHD (Thousands)								
		2021 Q3	64								
2022 Q2	63										
2022 Q3	68										
6.7%	8.9%										

Measure	Graph	Percentage Change	
Average Vehicle Hours of Delay by Day of Week at 60 mph		<p>Largest Magnitude Decrease over one year ago</p> <p>Saturday -52.1% ↓</p>	<p>Largest Magnitude Decrease over last quarter</p> <p>Saturday -30.7% ↓</p>
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Weekdays		<p>Largest Magnitude Weekday Decrease over one year ago</p> <p>12 PM -54.7% ↓</p>	<p>Largest Magnitude Weekday Decrease over last quarter</p> <p>11 AM -22.5% ↓</p>
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Saturdays		<p>Largest Magnitude Saturday Decrease over one year ago</p> <p>1 PM -57.9% ↓</p>	<p>Largest Magnitude Saturday Decrease over last quarter</p> <p>3 PM -46.9% ↓</p>
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Sundays/Holidays		<p>Largest Magnitude Sun./Holiday Decrease over one year ago</p> <p>1 PM -47.8% ↓</p>	<p>Largest Magnitude Sun./Holiday Decrease over last quarter</p> <p>3 PM -28.8% ↓</p>
		<p>Largest Magnitude Weekday Increase over one year ago</p> <p>Tuesday 19.7% ↑</p>	<p>Largest Magnitude Weekday Increase over last quarter</p> <p>Thursday 11.4% ↑</p>
		<p>Largest Magnitude Weekday Increase over one year ago</p> <p>5 PM 28% ↑</p>	<p>Largest Magnitude Weekday Increase over last quarter</p> <p>5 PM 21.8% ↑</p>
		<p>Largest Magnitude Saturday Increase over one year ago</p> <p>4 AM 175.7% ↑</p>	<p>Largest Magnitude Saturday Increase over last quarter</p> <p>8 PM 288.5% ↑</p>
		<p>Largest Magnitude Sun./Holiday Increase over one year ago</p> <p>7 PM 95% ↑</p>	<p>Largest Magnitude Sun./Holiday Increase over last quarter</p> <p>7 PM 39.9% ↑</p>

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 Q3: 2.17 2022 Q2: 2.1 2022 Q3: 2.27</p>	Largest Magnitude Decrease over one year ago -	Largest Magnitude Decrease over last quarter -
		Largest Magnitude Increase over one year ago San Diego 4.5% ↑	Largest Magnitude Increase over last quarter San Diego 7.9% ↑
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 Q3 2022 Q2 2022 Q3</p>	Largest Magnitude Decrease over one year ago Off-Peak Day -41.3% ↓	Largest Magnitude Decrease over last quarter -
		Largest Magnitude Increase over one year ago AM Peak 61.7% ↑	Largest Magnitude Increase over last quarter PM Peak 13.5% ↑
Average Number of Good and Bad Detectors	<p>Number of Detectors</p> <p>Average of Good Average of Bad</p> <p>2021 Q3: Good 3,309, Bad 656 2022 Q2: Good 3,062, Bad 1,091 2022 Q3: Good 2,848, Bad 1,305</p>	Change in Good over one year ago -14% ↓	Change in Good over last quarter -7% ↓
		Change in Bad over one year ago 99% ↑	Change in Bad over last quarter 20% ↑

Congestion by Route											
Route	County	Vehicle Hours of Delay at 35 mph			Difference 2022 Q3-2021 Q3		Difference 2022 Q3-2022 Q2		Rank		
		2021 Q3	2022 Q2	2022 Q3	Absolute	Percentage	Absolute	Percentage	2021 Q3	2022 Q2	2022 Q3
I5	San Diego	1,007,485	715,914	663,970	-343,515	-34.1%	-51,944	-7.3%	1	1	1
I805	San Diego	264,212	406,706	417,207	152,995	57.9%	10,500	2.6%	3	2	2
I15	San Diego	361,559	251,342	298,128	-63,430	-17.5%	46,786	18.6%	2	4	3
SR125	San Diego	132,494	253,504	287,756	155,262	117.2%	34,252	13.5%	5	3	4
SR78	San Diego	180,423	175,603	176,472	-3,951	-2.2%	869	0.5%	4	5	5
SR52	San Diego	55,488	65,062	156,416	100,928	181.9%	91,354	140.4%	7	8	6
SR163	San Diego	35,528	80,809	84,520	48,992	137.9%	3,711	4.6%	8	6	7
I8	San Diego	71,720	74,372	83,090	11,370	15.9%	8,718	11.7%	6	7	8
SR56	San Diego	22,464	36,978	42,975	20,511	91.3%	5,997	16.2%	10	9	9
SR94	San Diego	23,050	27,321	36,074	13,024	56.5%	8,753	32.0%	9	10	10
I905	San Diego	8,150	10,901	19,621	11,472	140.8%	8,720	80.0%	11	11	11
SR54	San Diego	6,519	5,315	4,433	-2,086	-32.0%	-881	-16.6%	12	12	12
SR76	San Diego	4,367	243	474	-3,894	-89.2%	231	94.9%	13	14	13
SR67	San Diego	357	616	119	-239	-66.8%	-498	-80.7%	14	13	14
SR11	San Diego	0	2	2	2		0	5.0%		15	15
TOTALS		2,173,815	2,104,688	2,271,257	97,441	4.5%	166,568	7.9%			