

District 11 Mobility Performance Report

2022 Fourth Quarter

DEPARTMENT OF TRANSPORTATION

January 30, 2023

: District 11- Traffic System Performance

District 11 Mobility Performance Report

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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 179,851 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 fourth quarter of 2022, total delay equaled 2.4 million vehicle hours of delay (VHD) at the 35 mph speed threshold, and 5.1 million VHD at the 60 mph threshold. The average weekday delay experienced in this quarter was approximately 36 thousand VHD at 35 mph, and 74 thousand VHD at 60 mph.

Top Ten Bottlenecks for the 2022 Fourth 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	61	4.37	219,868.00	12,140.00
San Diego	PM	I805-S	S	805 SB @ University Ave.	15.84	15.99	32.75	-117.12	58	6.28	210,562.60	11,045.00
San Diego	PM	SR125-S	S	Lemon Ave to 125 SB	17.03	M14.623L	32.76	-117.01	61	3.12	106,883.10	13,560.00
San Diego	PM	SR52-E	E	52 EB W-O 15	7.25	R7.245	32.84	-117.12	63	1.50	74,889.00	11,370.00
San Diego	PM	I5-S	S	5 SB N-O Civic Center Dr	10.80	R10.898	32.67	-117.11	52	3.52	65,978.80	6,200.00
San Diego	PM	SR78-E	E	Barham-Woodland to 78 EB	14.82	14.82	33.14	-117.13	51	5.31	62,555.40	5,035.00
San Diego	PM	I5-S	S	Clairemont Dr EB to 5 SB	21.97	R22.082	32.79	-117.21	38	6.63	59,510.30	3,525.00
San Diego	PM	SR163-N	N	163 NB S-O I-8	2.79	3.34	32.76	-117.16	63	2.90	55,339.80	10,360.00
San Diego	PM	SR78-E	E	Twin Oaks Villy Rd to 78 EB	12.98	12.988	33.14	-117.16	60	3.79	50,677.10	5,935.00
San Diego	PM	I15-S	S	15 SB S-O Balboa Ave	8.83	R8.662	32.81	-117.11	51	2.96	50,338.60	5,015.00

Quarterly Mobility Statistics

Measure	Graph	Percentage Change							
Vehicle Miles of Travel (VMT)	<p>Miles (Billions)</p> <table border="1"> <tr><th>Year</th><th>Q4</th></tr> <tr><td>2021</td><td>3.48</td></tr> <tr><td>2022</td><td>3.47</td></tr> </table>	Year	Q4	2021	3.48	2022	3.47	Over one year ago	Over last quarter
		Year	Q4						
		2021	3.48						
		2022	3.47						
-0.3%	-2%								
↓	↓								
Total Vehicle Hours of Delay (VHD) at 35 mph	<p>Hours (Millions)</p> <table border="1"> <tr><th>Year</th><th>Q4</th></tr> <tr><td>2021</td><td>2.6</td></tr> <tr><td>2022</td><td>2.4</td></tr> </table>	Year	Q4	2021	2.6	2022	2.4	Over one year ago	Over last quarter
		Year	Q4						
		2021	2.6						
		2022	2.4						
-5.5%	6.7%								
↓	↑								
Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 35 mph	<p>Hours (Thousands)</p> <table border="1"> <tr><th>Year</th><th>Q4</th></tr> <tr><td>2021</td><td>34</td></tr> <tr><td>2022</td><td>36</td></tr> </table>	Year	Q4	2021	34	2022	36	Over one year ago	Over last quarter
		Year	Q4						
		2021	34						
		2022	36						
6.1%	12.8%								
↑	↑								
Total Vehicle Hours of Delay (VHD) at 60 mph	<p>Hours (Millions)</p> <table border="1"> <tr><th>Year</th><th>Q4</th></tr> <tr><td>2021</td><td>5.7</td></tr> <tr><td>2022</td><td>5.1</td></tr> </table>	Year	Q4	2021	5.7	2022	5.1	Over one year ago	Over last quarter
		Year	Q4						
		2021	5.7						
		2022	5.1						
-11.6%	4.7%								
↓	↑								
Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 60 mph	<p>Hours (Thousands)</p> <table border="1"> <tr><th>Year</th><th>Q4</th></tr> <tr><td>2021</td><td>76</td></tr> <tr><td>2022</td><td>74</td></tr> </table>	Year	Q4	2021	76	2022	74	Over one year ago	Over last quarter
		Year	Q4						
		2021	76						
		2022	74						
-2%	9.1%								
↓	↑								

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 -57.2% ↓</p>	<p>Largest Magnitude Decrease over last quarter</p> <p>Saturday -15.9% ↓</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>7 PM -55% ↓</p>	<p>Largest Magnitude Weekday Decrease over last quarter</p> <p>9 AM -14.7% ↓</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>12 PM -65.1% ↓</p>	<p>Largest Magnitude Saturday Decrease over last quarter</p> <p>12 PM -46.4% ↓</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 -48.1% ↓</p>	<p>Largest Magnitude Sun./Holiday Decrease over last quarter</p> <p>12 PM -32.2% ↓</p>
		<p>Largest Magnitude Sun./Holiday Increase over one year ago</p> <p>-</p>	<p>Largest Magnitude Sun./Holiday Increase over last quarter</p> <p>4 PM 25% ↑</p> <p>3 PM 13.7% ↑</p> <p>5 PM 133% ↑</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 Q4: 2.56 2022 Q3: 2.27 2022 Q4: 2.42</p>	Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter
		San Diego -5.5% ↓	-
		Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter
		-	San Diego 6.7% ↑
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 Q4 2022 Q3 2022 Q4</p>	Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter
		PM Peak -8.3% ↓	-
		Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter
		AM Peak 21% ↑	PM Peak 8.5% ↑
Average Number of Good and Bad Detectors	<p>Number of Detectors</p> <p>Average of Good Average of Bad</p> <p>2021 Q4: Good 3,122, Bad 843 2022 Q3: Good 2,848, Bad 1,305 2022 Q4: Good 2,793, Bad 1,360</p>	Change in Good over one year ago	Change in Good over last quarter
		-11% ↓	-2% ↓
		Change in Bad over one year ago	Change in Bad over last quarter
		61% ↑	4% ↑

Route	County	Vehicle Hours of Delay at 35 mph			Difference 2022 Q4-2021 Q4		Difference 2022 Q4-2022 Q3		Rank		
		2021 Q4	2022 Q3	2022 Q4	Absolute	Percentage	Absolute	Percentage	2021 Q4	2022 Q3	2022 Q4
		I5	San Diego	981,897	663,970	636,251	-345,646	-35.2%	-27,719	-4.2%	1
I805	San Diego	526,283	417,207	433,089	-93,194	-17.7%	15,883	3.8%	2	2	2
I15	San Diego	388,837	298,128	381,677	-7,160	-1.8%	83,549	28.0%	3	3	3
SR125	San Diego	154,345	287,756	347,304	192,959	125.0%	59,548	20.7%	5	4	4
SR78	San Diego	209,307	176,472	224,990	15,682	7.5%	48,518	27.5%	4	5	5
SR52	San Diego	73,701	156,416	105,180	31,479	42.7%	-51,236	-32.8%	7	6	6
I8	San Diego	92,451	83,090	97,485	5,033	5.4%	14,395	17.3%	6	8	7
SR163	San Diego	58,279	84,520	78,992	20,713	35.5%	-5,528	-6.5%	8	7	8
SR56	San Diego	31,863	42,975	48,769	16,907	53.1%	5,794	13.5%	10	9	9
SR94	San Diego	35,383	36,074	46,012	10,629	30.0%	9,938	27.5%	9	10	10
I905	San Diego	3,053	19,621	14,066	11,013	360.7%	-5,555	-28.3%	12	11	11
SR54	San Diego	2,857	4,433	6,499	3,642	127.5%	2,066	46.6%	13	12	12
SR67	San Diego	679	119	1,993	1,315	193.8%	1,875	1577.9%	14	14	13
SR76	San Diego	4,012	474	332	-3,680	-91.7%	-142	-29.9%	11	13	14
SR11	San Diego	2	2	15	13	569.6%	13	633.3%	15	15	15
TOTALS		2,562,950	2,271,257	2,422,654	-140,295	-5.5%	151,398	6.7%			