

# District 10 Mobility Performance Report

2023 Second Quarter

**DEPARTMENT OF TRANSPORTATION**

July 31, 2023  
: Jaime Q. Quesada

## District 10 Mobility Performance Report

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2023 Second Quarter

### EXECUTIVE SUMMARY

#### Overview

Caltrans District 10 contains eight counties located within the Central Valley (Merced / San Joaquin / Stanislaus) and the Sierra Nevada (Alpine / Amador / Calaveras / Mariposa / Tuolumne). Over the years detection in Alpine and Calaveras Counties has been sparse, so the District 10 Mobility Performance Report (MPR) was not including these two counties in the quarterly report. However, Alpine and Calaveras Counties were added back into the MPR beginning 2023 since detection has improved and been implemented more in rural areas.

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 of 2023, total delay equaled 716 thousand vehicle hours of delay (VHD) at the 35 mph speed threshold and 2.2 million VHD at the 60 mph threshold. Compared to the same quarter the year before, there was a 23.2 percent total delay increase in 35 mph quarterly delay and 9.1 percent total delay increase in 60 mph quarterly delay. The average weekday delay experienced in this quarter was approximately 9,908 VHD at 35 mph and 29,961 VHD at 60 mph. Compared to the same quarter the year before, there was a 17.3 percent increase in 35 mph average weekday quarterly delay and 6.8 percent increase in 60 mph average weekday quarterly delay. The increases in delay numbers at 35 mph and at 60 mph can be attributed to the fact that good detection has increased, bad detection has decreased, and additional detection has been implemented in the past years. Additionally, significant commercial, industrial, and residential growth as occurred since early 2022 in the post-Covid era. It is anticipated that the 2023 delay numbers for 35 mph and 60 mph will stabilize during the second half of the year.

### 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	63	3.02	132,377	14,275
SJ	PM	SR99-S	236.56	0.776	37.74	-121.12	60	2.39	27,998	8,050
SJ	PM	SR99-S	238.76	2.971	37.76	-121.15	56	2.53	22,600	5,765
STA	PM	SR99-S	227.11	R16.07	37.64	-121.01	59	1.61	18,432	7,970
SJ	PM	I205-E	12.87	R11.94	37.77	-121.34	48	1.80	11,071	4,410
SJ	PM	I5-S	470.73	25.241	37.93	-121.30	24	1.60	10,390	2,610
STA	PM	SR99-N	231.52	R20.459	37.69	-121.06	30	1.62	10,017	2,435
STA	PM	SR99-S	228.80	R17.767	37.66	-121.03	43	1.39	9,495	3,865
SJ	PM	I5-N	461.20	R15.706	37.80	-121.30	46	1.51	7,451	4,060
SJ	PM	I205-E	9.13	R8.202	37.76	-121.41	49	1.01	7,346	4,255

SUMMARY TABLE FOR THE 2023 Q2 REPORT

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

Project Completion – Estimated to be November 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  
On Hold (No Updates) – 07/07/2023

**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 RTL  
Project Completion – Estimated to be mid 2024

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

Install ramp meters along SR 4 between the I-5 and SR 99 Connectors  
Currently waiting to be programmed  
Project Completion – Estimated to be 2030

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

Install ramp meters and ITS elements along I205 from MacArthur to Grant Line Road  
Currently RTL was Achieved in June 2021  
Project Completion – Estimated to be 2025

**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  
Project Completion – Estimated to be 2028

**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  
Project Completion – Estimated to be 2028

**I-205 – CHRISMAN ROAD INTERCHANGE PROJECT; EA 10-0H880**

Construct the I-205 – Chrisman Road Interchange to accommodate planned future growth in and around the eastern commercial zone of the City of Tracy.  
Currently in PA&ED  
Project Completion – Estimated to be 2028

**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  
Project Completion – Estimated to be 2028

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 reduce 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 2023 Q2 Quarterly Mobility Statistics.

## 2023 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>2022</td><td>2</td></tr> <tr><td>2023</td><td>1.81</td></tr> <tr><td>2023</td><td>2.03</td></tr> </table>	Year	Q2	2022	2	2023	1.81	2023	2.03	Over one year ago	Over last quarter
		Year	Q2								
		2022	2								
2023	1.81										
2023	2.03										
1.3%	11.9%										
↑	↑										
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>2022</td><td>581.7</td></tr> <tr><td>2023</td><td>510</td></tr> <tr><td>2023</td><td>716.4</td></tr> </table>	Year	Q2	2022	581.7	2023	510	2023	716.4	Over one year ago	Over last quarter
		Year	Q2								
		2022	581.7								
2023	510										
2023	716.4										
23.2%	40.5%										
↑	↑										
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>2022</td><td>8443</td></tr> <tr><td>2023</td><td>7436</td></tr> <tr><td>2023</td><td>9908</td></tr> </table>	Year	Q2	2022	8443	2023	7436	2023	9908	Over one year ago	Over last quarter
		Year	Q2								
		2022	8443								
2023	7436										
2023	9908										
17.3%	33.2%										
↑	↑										
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>2022</td><td>2</td></tr> <tr><td>2023</td><td>1.8</td></tr> <tr><td>2023</td><td>2.2</td></tr> </table>	Year	Q2	2022	2	2023	1.8	2023	2.2	Over one year ago	Over last quarter
		Year	Q2								
		2022	2								
2023	1.8										
2023	2.2										
9.1%	23.4%										
↑	↑										
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>2022</td><td>28</td></tr> <tr><td>2023</td><td>25</td></tr> <tr><td>2023</td><td>30</td></tr> </table>	Year	Q2	2022	28	2023	25	2023	30	Over one year ago	Over last quarter
		Year	Q2								
		2022	28								
2023	25										
2023	30										
6.8%	18.1%										
↑	↑										

For further information regarding the content of this report, contact:  
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## 2023 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	Largest Magnitude Decrease over last quarter
		-	-
		Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter
		Wednesday 16.2% ↑	Wednesday 24.5% ↑
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
		5 PM -5.4% ↓	7 PM -23.3% ↓
		Largest Magnitude Weekday Increase over one year ago	Largest Magnitude Weekday Increase over last quarter
		8 AM 56.9% ↑	3 PM 80.5% ↑
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
		-	9 AM -40.3% ↓
		Largest Magnitude Saturday Increase over one year ago	Largest Magnitude Saturday Increase over last quarter
		1 PM 130.9% ↑	12 PM 68.2% ↑
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
		-	5 PM -15.8% ↓
		Largest Magnitude Sun./Holiday Increase over one year ago	Largest Magnitude Sun./Holiday Increase over last quarter
		1 PM 105.2% ↑	1 PM 190.4% ↑

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## 2023 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 Decrease over one year ago	Largest Magnitude Decrease over last quarter
		MER -33.9%	AMA -91.1%
		Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter
		SJ 18.3%	SJ 27.7%
<b>Average Non-Holiday Weekday Equivalent Lost Lane Mile Hours at 35 mph</b>		Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter
		PM Peak -6.5%	-
		Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter
		AM Peak 11%	PM Peak 31.4%
<b>Average Number of Good and Bad Detectors</b>		Change in Good over one year ago	Change in Good over last quarter
		14%	1%
		Change in Bad over one year ago	Change in Bad over last quarter
		-4%	-1%

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## 2023 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 at 35 mph			Difference 2023 Q2-2022 Q2		Difference 2023 Q2-2023 Q1		Rank		
		2022 Q2	2023 Q1	2023 Q2	Absolute	Percentage	Absolute	Percentage	2022 Q2	2023 Q1	2023 Q2
I205	SJ	235,466	157,394	216,376	-19,089	-8.1%	58,983	37.5%	1	1	1
SR99	STA	103,676	87,003	161,278	57,602	55.6%	74,276	85.4%	2	2	2
I5	SJ	43,684	65,688	86,377	42,693	97.7%	20,689	31.5%	4	4	3
SR99	SJ	101,048	81,442	78,560	-22,489	-22.3%	-2,883	-3.5%	3	3	4
SR132	STA	33,364	20,220	36,427	3,064	9.2%	16,207	80.2%	6	7	5
SR4	SJ	33,469	8,994	35,888	2,419	7.2%	26,894	299.0%	5	9	6
I580	SJ	13,714	25,830	25,667	11,952	87.2%	-164	-0.6%	10	5	7
SR120	SJ	27,846	23,075	19,757	-8,089	-29.0%	-3,318	-14.4%	7	6	8
I5	STA	8,726	15,777	17,900	9,174	105.1%	2,123	13.5%	11	8	9
SR99	MER	20,204	6,208	11,772	-8,433	-41.7%	5,564	89.6%	8	11	10
SR152	MER	14,975	6,636	7,636	-7,339	-49.0%	1,000	15.1%	9	10	11
SR132	SJ	5,077	6,028	5,451	374	7.4%	-577	-9.6%	13	12	12
SR12	SJ	5,830	3,696	5,185	-645	-11.1%	1,489	40.3%	12	13	13
SR165	MER	1,304	1,111	4,352	3,048	233.9%	3,241	291.8%	15	16	14
SR108	TUO	212	2,645	4,151	3,939	1862.6%	1,505	56.9%	19	14	15
I5	MER	637	414	705	68	10.7%	291	70.4%	17	18	17
SR49	MPA	110	56	520	410	373.5%	464	825.1%	20	22	18
SR120	TUO	1,157	496	395	-763	-65.9%	-101	-20.4%	16	17	19
SR4	STA	0	0	111	111		110	55150.0%		27	20
SR140	MER	0	87	57	57		-30	-33.9%		21	21
SR16	AMA	390	374	36	-354	-90.7%	-337	-90.3%	18	19	22
SR88	ALP	12	29	29	17	134.7%	0	-1.0%	23	23	23
SR104	AMA	0	8	14	14		6	84.0%		24	25
SR88	SJ	34	1	6	-29	-83.7%	5	1020.0%	22	26	26
SR124	AMA	6	1	2	-4	-62.3%	1	64.3%	25	25	27
SR12	CAL	1	0	2	2	214.3%	2	2100.0%	27	29	28
SR140	MPA	0	0	2	2		2				29
SR88	AMA	65	211	1	-64	-99.1%	-211	-99.7%	21	20	30
SR4	CAL	0	0	0	0		0				
SR49	TUO	1	0	0	-1	-100.0%	0	-100.0%	26	29	
<b>TOTALS</b>		<b>652,381</b>	<b>515,613</b>	<b>721,661</b>	<b>69,279</b>	<b>10.6%</b>	<b>206,048</b>	<b>40.0%</b>			

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