

District 11 Mobility Performance Report

2023 Third Quarter

DEPARTMENT OF TRANSPORTATION

October 30, 2023

: District 11- Traffic System Performance

District 11 Mobility Performance Report

2023 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 3,276,208 residents and Imperial County with approximately 178,713 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 2023, total delay equaled 3.0 million vehicle hours of delay (VHD) at the 35 mph speed threshold, and 6.1 million VHD at the 60 mph threshold. The average weekday delay experienced in this quarter was approximately 42 thousand VHD at 35 mph, and 86 thousand VHD at 60 mph.

Top Ten Bottlenecks for the 2023 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	I805-S	S	805 SB N-O 15	15.23	15.38	32.74	-117.12	61	7.16	273,423.80	12,670.00
San Diego	PM	SR125-S	S	Grossmont Blvd to 125 SB	1.83	0	32.59	-116.97	62	4.40	203,460.30	11,680.00
San Diego	PM	I15-N	N	15 NB 1.5 Mi N-O Mission Rd	52.35	52.09	33.41	-117.16	60	4.22	119,841.90	11,140.00
San Diego	PM	I5-S	S	Clairemont Dr EB to 5 SB	21.97	22.082	32.79	-117.21	51	6.37	113,879.90	7,205.00
San Diego	PM	SR125-S	S	Lemon Ave to 125 SB	17.03	14.623	32.76	-117.01	59	2.85	88,389.00	12,285.00
San Diego	AM	I15-S	S	15 SB 1 Mi S-O Deer Springs Rd	35.44	35.193	33.18	-117.11	53	6.89	81,246.20	7,185.00
San Diego	PM	I5-S	S	5th Ave to 5 SB	16.00	16.11	32.72	-117.16	60	2.69	78,313.80	7,670.00
San Diego	PM	I805-S	S	Nobel Dr to 805 SB	25.10	25.249	32.87	-117.19	61	2.39	76,810.40	10,455.00
San Diego	PM	I5-N	N	5 NB N-O Del Mar Heights	34.89	35	32.96	-117.25	45	3.18	74,792.10	8,070.00
San Diego	PM	SR78-E	E	Twin Oaks Villy Rd to 78 EB	12.98	12.988	33.14	-117.16	60	4.16	71,894.70	8,275.00

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>2022 Q3</td><td>3.54</td></tr> <tr><td>2023 Q2</td><td>3.6</td></tr> <tr><td>2023 Q3</td><td>3.61</td></tr> </table>	Quarter	VMT (Billions)	2022 Q3	3.54	2023 Q2	3.6	2023 Q3	3.61	Over one year ago	Over last quarter
		Quarter	VMT (Billions)								
		2022 Q3	3.54								
		2023 Q2	3.6								
2023 Q3	3.61										
2.1%	0.3%										
↑	↑										
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>2022 Q3</td><td>2.3</td></tr> <tr><td>2023 Q2</td><td>2.9</td></tr> <tr><td>2023 Q3</td><td>3</td></tr> </table>	Quarter	VHD (Millions)	2022 Q3	2.3	2023 Q2	2.9	2023 Q3	3	Over one year ago	Over last quarter
		Quarter	VHD (Millions)								
		2022 Q3	2.3								
		2023 Q2	2.9								
2023 Q3	3										
30.7%	2.6%										
↑	↑										
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>2022 Q3</td><td>32</td></tr> <tr><td>2023 Q2</td><td>40</td></tr> <tr><td>2023 Q3</td><td>42</td></tr> </table>	Quarter	VHD (Thousands)	2022 Q3	32	2023 Q2	40	2023 Q3	42	Over one year ago	Over last quarter
		Quarter	VHD (Thousands)								
		2022 Q3	32								
		2023 Q2	40								
2023 Q3	42										
29.9%	4.8%										
↑	↑										
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>2022 Q3</td><td>4.8</td></tr> <tr><td>2023 Q2</td><td>6.1</td></tr> <tr><td>2023 Q3</td><td>6.1</td></tr> </table>	Quarter	VHD (Millions)	2022 Q3	4.8	2023 Q2	6.1	2023 Q3	6.1	Over one year ago	Over last quarter
		Quarter	VHD (Millions)								
		2022 Q3	4.8								
		2023 Q2	6.1								
2023 Q3	6.1										
26.2%	0.3%										
↑	↑										
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>2022 Q3</td><td>68</td></tr> <tr><td>2023 Q2</td><td>83</td></tr> <tr><td>2023 Q3</td><td>86</td></tr> </table>	Quarter	VHD (Thousands)	2022 Q3	68	2023 Q2	83	2023 Q3	86	Over one year ago	Over last quarter
		Quarter	VHD (Thousands)								
		2022 Q3	68								
		2023 Q2	83								
2023 Q3	86										
25.7%	3.3%										
↑	↑										

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
		-	Sun/Hol -29.6%
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
		3 AM -37.5%	4 PM -3.3%
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
		4 AM -65.7%	3 PM -15.9%
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
		1 PM -6.7%	2 PM -29.1%
		Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter
		Tuesday 38.7%	Tuesday 14.5%
		Largest Magnitude Weekday Increase over one year ago	Largest Magnitude Weekday Increase over last quarter
		3 PM 33%	6 PM 23.4%
		Largest Magnitude Saturday Increase over one year ago	Largest Magnitude Saturday Increase over last quarter
		4 PM 130.6%	11 AM 18.1%
		Largest Magnitude Sun./Holiday Increase over one year ago	Largest Magnitude Sun./Holiday Increase over last quarter
		10 PM 257.6%	10 PM 88.8%

Measure	Graph	Percentage Change	
Total Vehicle Hours of Delay (VHD) by County at 35 mph	<p>Hours (Millions)</p> <p>San Diego</p> <p>2022 Q3: 2.27 2023 Q2: 2.89 2023 Q3: 2.97</p>	Largest Magnitude Decrease over one year ago -	Largest Magnitude Decrease over last quarter -
		Largest Magnitude Increase over one year ago San Diego 30.7% ↑	Largest Magnitude Increase over last quarter San Diego 2.6% ↑
Average Non-Holiday Weekday Equivalent Lost Lane Mile Hours at 35 mph	<p>Miles</p> <p>2022 Q3, 2023 Q2, 2023 Q3</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>	Largest Magnitude Decrease over one year ago -	Largest Magnitude Decrease over last quarter PM Peak -1.6% ↓
		Largest Magnitude Increase over one year ago PM Peak 24.9% ↑	Largest Magnitude Increase over last quarter AM Peak 9.7% ↑
Average Number of Good and Bad Detectors	<p>Number of Detectors</p> <p>Average of Good, Average of Bad</p> <p>2022 Q3, 2023 Q2, 2023 Q3</p>	Change in Good over one year ago -9% ↓	Change in Good over last quarter 4% ↑
		Change in Bad over one year ago 19% ↑	Change in Bad over last quarter -6% ↓

Congestion by Route											
Route	County	Vehicle Hours of Delay at 35 mph			Difference 2023 Q3-2022 Q3		Difference 2023 Q3-2023 Q2		Rank		
		2022 Q3	2023 Q2	2023 Q3	Absolute	Percentage	Absolute	Percentage	2022 Q3	2023 Q2	2023 Q3
I5	San Diego	663,970	877,696	937,300	273,330	41.2%	59,604	6.8%	1	1	1
I15	San Diego	298,128	600,168	613,563	315,435	105.8%	13,395	2.2%	3	2	2
I805	San Diego	417,207	503,976	516,795	99,588	23.9%	12,819	2.5%	2	3	3
SR125	San Diego	287,756	288,991	308,043	20,287	7.0%	19,051	6.6%	4	4	4
SR78	San Diego	176,472	183,364	213,155	36,683	20.8%	29,790	16.2%	5	5	5
I8	San Diego	83,090	145,675	134,200	51,110	61.5%	-11,475	-7.9%	8	6	6
SR163	San Diego	84,520	81,501	88,061	3,541	4.2%	6,560	8.0%	7	8	7
SR56	San Diego	42,975	53,573	57,582	14,607	34.0%	4,009	7.5%	9	9	8
SR52	San Diego	156,416	110,597	34,991	-121,425	-77.6%	-75,606	-68.4%	6	7	9
SR94	San Diego	36,074	28,958	33,881	-2,193	-6.1%	4,924	17.0%	10	10	10
I905	San Diego	19,621	14,614	20,945	1,324	6.7%	6,331	43.3%	11	11	11
SR54	San Diego	4,433	1,757	6,905	2,472	55.8%	5,148	293.0%	12	13	12
SR67	San Diego	119	2,723	3,468	3,350	2819.5%	746	27.4%	14	12	13
SR76	San Diego	474	0	430	-44	-9.3%	430		13		14
SR11	San Diego	2	5	12	10	466.7%	7	133.3%	15	14	15
TOTALS		2,271,257	2,893,596	2,969,329	698,072	30.7%	75,733	2.6%			