

District 11 Mobility Performance Report

2023 Fourth Quarter

DEPARTMENT OF TRANSPORTATION

January 31, 2024

: District 11- Traffic System Performance

District 11 Mobility Performance Report

2023 Fourth 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 fourth quarter of 2023, total delay equaled 2.7 million vehicle hours of delay (VHD) at the 35 mph speed threshold, and 5.5 million VHD at the 60 mph threshold. The average weekday delay experienced in this quarter was approximately 40 thousand VHD at 35 mph, and 81 thousand VHD at 60 mph.

Top Ten Bottlenecks for the 2023 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	I805-S	S	805 SB N-O 15	15.23	15.38	32.74	-117.12	59	6.82	251,597.80	12,295.00
San Diego	PM	I5-N	N	Lomas Santa Fe Dr EB to 5 NB	37.28	37.386	33.00	-117.26	47	5.77	126,478.90	8,335.00
San Diego	PM	SR125-S	S	Grossmont Blvd to 125 SB	1.83	0	32.59	-116.97	65	4.21	125,023.70	11,275.00
San Diego	PM	I15-N	N	15 NB 1.5 Mi N-O Mission Rd	52.35	52.09	33.41	-117.16	61	4.20	107,591.50	10,400.00
San Diego	PM	I5-S	S	Clairemont Dr EB to 5 SB	21.97	22.082	32.79	-117.21	42	4.91	79,391.10	5,430.00
San Diego	PM	I5-S	S	5th Ave to 5 SB	16.00	16.11	32.72	-117.16	56	2.42	75,363.30	8,330.00
San Diego	PM	SR78-E	E	Twin Oaks Villy Rd to 78 EB	12.98	12.988	33.14	-117.16	61	4.12	73,856.10	8,040.00
San Diego	PM	SR163-N	N	163 NB S-O I-8	2.79	3.34	32.76	-117.16	65	2.90	57,505.50	10,725.00
San Diego	AM	I15-S	S	15 SB 1 Mi S-O Deer Springs Rd	35.44	35.193	33.18	-117.11	45	7.09	56,558.40	4,840.00
San Diego	PM	SR78-E	E	Barham-Woodland to 78 EB	14.82	14.82	33.14	-117.13	42	5.55	51,720.10	3,865.00

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 Q4</td><td>3.47</td></tr> <tr><td>2023 Q3</td><td>3.61</td></tr> <tr><td>2023 Q4</td><td>3.49</td></tr> </table>	Quarter	VMT (Billions)	2022 Q4	3.47	2023 Q3	3.61	2023 Q4	3.49	Over one year ago	Over last quarter
		Quarter	VMT (Billions)								
		2022 Q4	3.47								
		2023 Q3	3.61								
2023 Q4	3.49										
0.7%	-3.4%										
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 Q4</td><td>2.4</td></tr> <tr><td>2023 Q3</td><td>3.0</td></tr> <tr><td>2023 Q4</td><td>2.7</td></tr> </table>	Quarter	VHD (Millions)	2022 Q4	2.4	2023 Q3	3.0	2023 Q4	2.7	Over one year ago	Over last quarter
		Quarter	VHD (Millions)								
		2022 Q4	2.4								
		2023 Q3	3.0								
2023 Q4	2.7										
11.1%	-9.4%										
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 Q4</td><td>36</td></tr> <tr><td>2023 Q3</td><td>42</td></tr> <tr><td>2023 Q4</td><td>40</td></tr> </table>	Quarter	VHD (Thousands)	2022 Q4	36	2023 Q3	42	2023 Q4	40	Over one year ago	Over last quarter
		Quarter	VHD (Thousands)								
		2022 Q4	36								
		2023 Q3	42								
2023 Q4	40										
9.3%	-5.1%										
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 Q4</td><td>5.1</td></tr> <tr><td>2023 Q3</td><td>6.1</td></tr> <tr><td>2023 Q4</td><td>5.5</td></tr> </table>	Quarter	VHD (Millions)	2022 Q4	5.1	2023 Q3	6.1	2023 Q4	5.5	Over one year ago	Over last quarter
		Quarter	VHD (Millions)								
		2022 Q4	5.1								
		2023 Q3	6.1								
2023 Q4	5.5										
9.5%	-9.2%										
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>2022 Q4</td><td>74</td></tr> <tr><td>2023 Q3</td><td>86</td></tr> <tr><td>2023 Q4</td><td>81</td></tr> </table>	Quarter	VHD (Thousands)	2022 Q4	74	2023 Q3	86	2023 Q4	81	Over one year ago	Over last quarter
		Quarter	VHD (Thousands)								
		2022 Q4	74								
		2023 Q3	86								
2023 Q4	81										
8.8%	-5.6%										

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
		Friday -1%	Friday -12.4%
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
		10 PM -47.8%	3 PM -12.3%
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
		2 AM -42.4%	12 PM -37.2%
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
		4 PM -9.7%	12 PM -32.6%
		Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter
		Tuesday 17.5%	Monday 1.5%
		8 AM 21.8%	8 AM 14.4%
		12 PM 89.3%	12 AM 45.7%
		2 PM 26.4%	5 PM 83%

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 Q4: 2.42 2023 Q3: 2.97 2023 Q4: 2.69</p>	Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter
		-	San Diego -9.4%
		Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter
		San Diego 11.1%	-
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>2022 Q4 2023 Q3 2023 Q4</p>	Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter
		-	PM Peak -3.3%
		Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter
		PM Peak 11.3%	-
Average Number of Good and Bad Detectors	<p>Number of Detectors</p> <p>Average of Good Average of Bad</p> <p>2022 Q4 2023 Q3 2023 Q4</p> <p>2022 Q4: Good=2,793, Bad=1,360 2023 Q3: Good=2,605, Bad=1,548 2023 Q4: Good=2,616, Bad=1,537</p>	Change in Good over one year ago	Change in Good over last quarter
		-6%	0.4%
		Change in Bad over one year ago	Change in Bad over last quarter
		13%	-1%

Congestion by Route											
Route	County	Vehicle Hours of Delay at 35 mph			Difference 2023 Q4-2022 Q4		Difference 2023 Q4-2023 Q3		Rank		
		2022 Q4	2023 Q3	2023 Q4	Absolute	Percentage	Absolute	Percentage	2022 Q4	2023 Q3	2023 Q4
I5	San Diego	636,251	937,300	866,349	230,097	36.2%	-70,951	-7.6%	1	1	1
I15	San Diego	381,677	613,563	542,619	160,942	42.2%	-70,944	-11.6%	3	2	2
I805	San Diego	433,089	516,795	451,688	18,599	4.3%	-65,107	-12.6%	2	3	3
SR78	San Diego	224,990	213,155	268,401	43,411	19.3%	55,246	25.9%	5	5	4
SR125	San Diego	347,304	308,043	127,477	-219,827	-63.3%	-180,566	-58.6%	4	4	5
I8	San Diego	97,485	134,200	117,390	19,905	20.4%	-16,810	-12.5%	7	6	6
SR52	San Diego	105,180	34,991	84,458	-20,722	-19.7%	49,467	141.4%	6	9	7
SR163	San Diego	78,992	88,061	80,368	1,377	1.7%	-7,693	-8.7%	8	7	8
SR56	San Diego	48,769	57,582	58,184	9,414	19.3%	602	1.0%	9	8	9
SR94	San Diego	46,012	33,881	42,675	-3,337	-7.3%	8,794	26.0%	10	10	10
I905	San Diego	14,066	20,945	37,206	23,140	164.5%	16,261	77.6%	11	11	11
SR54	San Diego	6,499	6,905	7,745	1,246	19.2%	840	12.2%	12	12	12
SR67	San Diego	1,993	3,468	6,078	4,085	204.9%	2,610	75.2%	13	13	13
SR76	San Diego	332	430	562	230	69.3%	132	30.8%	14	14	14
SR11	San Diego	15	12	25	9	61.0%	13	108.4%	15	15	15
TOTALS		2,422,654	2,969,329	2,691,224	268,570	11.1%	-278,105	-9.4%			