

District 11 Mobility Performance Report

2018 Third Quarter

DEPARTMENT OF TRANSPORTATION

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: Carlos Mendoza

District 11 Mobility Performance Report

2018 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 3,100,000 residents and Imperial County with approximately 175,000 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 2018, the total delay equaled 3.5 million VHD at the 35mph speed threshold, and 7.38 million VHD at the 60mph threshold. The average weekday delay experienced in this quarter was approximately 50 thousand VHD at 35mph, and 104 thousand VHD at 60mph.

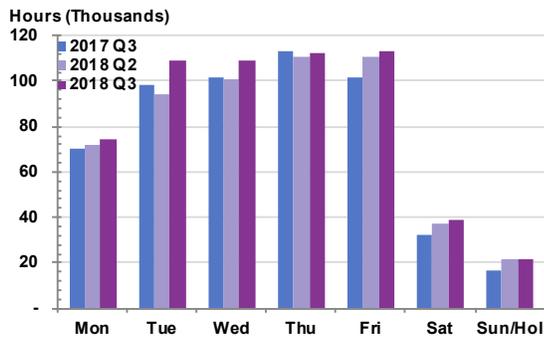
Top Ten Bottlenecks for the Quarter 3

Fwy	Location	Shift	Abs PM	CA PM	# Days Active	Avg Extent (Miles)	Total Delay (veh-hrs)	Total Duration (mins)
I805-S	805 SB @ 15	PM	14.70	14.852	61	7.06	152,994.90	7,335.00
I805-S	805 SB N-O 15	PM	15.17	15.321	60	8.18	115,900.70	4,945.00
I15-S	WB SR-274-BALBOA AVE	PM	9.37	R9.196	63	2.74	95,329.60	10,125.00
I5-S	EB CLAIREMONT DR	PM	21.97	R22.082	54	6.93	81,520.20	4,705.00
I5-N	Cannon Rd	PM	48.00	R48.104	62	3.06	77,978.30	11,905.00
I5-S	5th Ave	PM	16.00	R16.11	59	2.78	76,904.00	8,400.00
I805-N	805 NB N-O 52	AM	23.50	23.65	59	1.88	74,248.90	11,805.00
I5-S	5 S N-O VISTA VIEW	AM	39.06	R39.201	57	5.30	72,290.20	6,460.00
SR78-E	Barham Dr	PM	14.86	14.86	54	5.17	68,629.50	6,555.00
I15-N	15 NB N-O Mission Rd	PM	52.35	R52.09	54	4.64	68,433.00	7,510.00

Quarterly Mobility Statistics

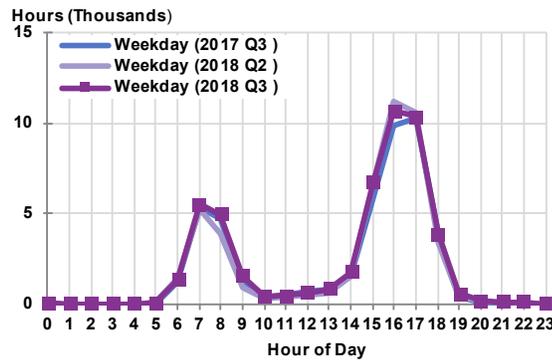
Vehicle Miles of Travel (VMT)	<p>Miles (Billions)</p> <table border="1"> <thead> <tr> <th>Quarter</th> <th>VMT (Billions)</th> </tr> </thead> <tbody> <tr> <td>2017 Q3</td> <td>3.76</td> </tr> <tr> <td>2018 Q2</td> <td>3.72</td> </tr> <tr> <td>2018 Q3</td> <td>3.75</td> </tr> </tbody> </table>	Quarter	VMT (Billions)	2017 Q3	3.76	2018 Q2	3.72	2018 Q3	3.75	Over one year ago	Over last quarter
Quarter	VMT (Billions)										
2017 Q3	3.76										
2018 Q2	3.72										
2018 Q3	3.75										
		-0.1% 	0.9% 								
Total Vehicle Hours of Delay (VHD) at 35 mph	<p>Hours (Millions)</p> <table border="1"> <thead> <tr> <th>Quarter</th> <th>VHD (Millions)</th> </tr> </thead> <tbody> <tr> <td>2017 Q3</td> <td>3.3</td> </tr> <tr> <td>2018 Q2</td> <td>3.4</td> </tr> <tr> <td>2018 Q3</td> <td>3.5</td> </tr> </tbody> </table>	Quarter	VHD (Millions)	2017 Q3	3.3	2018 Q2	3.4	2018 Q3	3.5	Over one year ago	Over last quarter
Quarter	VHD (Millions)										
2017 Q3	3.3										
2018 Q2	3.4										
2018 Q3	3.5										
		8.7% 	5.5% 								
Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 35 mph	<p>Hours (Thousands)</p> <table border="1"> <thead> <tr> <th>Quarter</th> <th>VHD (Thousands)</th> </tr> </thead> <tbody> <tr> <td>2017 Q3</td> <td>47</td> </tr> <tr> <td>2018 Q2</td> <td>47</td> </tr> <tr> <td>2018 Q3</td> <td>50</td> </tr> </tbody> </table>	Quarter	VHD (Thousands)	2017 Q3	47	2018 Q2	47	2018 Q3	50	Over one year ago	Over last quarter
Quarter	VHD (Thousands)										
2017 Q3	47										
2018 Q2	47										
2018 Q3	50										
		6.4% 	6.1% 								
Total Vehicle Hours of Delay (VHD) at 60 mph	<p>Hours (Millions)</p> <table border="1"> <thead> <tr> <th>Quarter</th> <th>VHD (Millions)</th> </tr> </thead> <tbody> <tr> <td>2017 Q3</td> <td>6.83</td> </tr> <tr> <td>2018 Q2</td> <td>7.06</td> </tr> <tr> <td>2018 Q3</td> <td>7.38</td> </tr> </tbody> </table>	Quarter	VHD (Millions)	2017 Q3	6.83	2018 Q2	7.06	2018 Q3	7.38	Over one year ago	Over last quarter
Quarter	VHD (Millions)										
2017 Q3	6.83										
2018 Q2	7.06										
2018 Q3	7.38										
		8% 	4.5% 								
Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 60 mph	<p>Hours (Thousands)</p> <table border="1"> <thead> <tr> <th>Quarter</th> <th>VHD (Thousands)</th> </tr> </thead> <tbody> <tr> <td>2017 Q3</td> <td>97</td> </tr> <tr> <td>2018 Q2</td> <td>98</td> </tr> <tr> <td>2018 Q3</td> <td>104</td> </tr> </tbody> </table>	Quarter	VHD (Thousands)	2017 Q3	97	2018 Q2	98	2018 Q3	104	Over one year ago	Over last quarter
Quarter	VHD (Thousands)										
2017 Q3	97										
2018 Q2	98										
2018 Q3	104										
		6.5% 	5.7% 								

Average Vehicle Hours of Delay by Day of Week at 60 mph



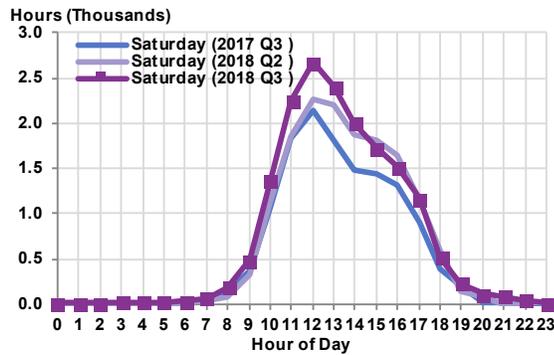
Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter
Thursday -0.4%	Sun/Hol -1.5%
Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter
Tuesday 11.1%	Tuesday 15.9%

Average Vehicle Hours of Delay by Hour of Day at 35 mph, Weekdays



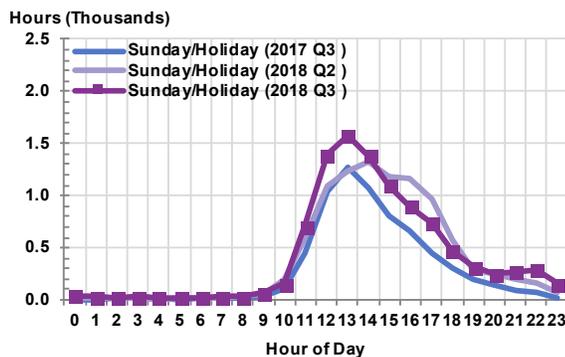
Largest Magnitude Weekday Decrease over one year ago	Largest Magnitude Weekday Decrease over last quarter
12 PM -13.6%	4 PM -4.7%
Largest Magnitude Weekday Increase over one year ago	Largest Magnitude Weekday Increase over last quarter
3 PM 14.5%	8 AM 26.7%

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
12 AM -12.2%	4 PM -7.1%
Largest Magnitude Saturday Increase over one year ago	Largest Magnitude Saturday Increase over last quarter
1 PM 32.2%	12 PM 18%

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 -22.8%
Largest Magnitude Sun./Holiday Increase over one year ago	Largest Magnitude Sun./Holiday Increase over last quarter
12 PM 32.9%	1 PM 27.4%

<p>Total Vehicle Hours of Delay (VHD) by County at 35 mph</p>		<p>Largest Magnitude Decrease over one year ago</p>	<p>Largest Magnitude Decrease over last quarter</p>
		<p>-</p>	<p>-</p>
		<p>Largest Magnitude Increase over one year ago</p>	<p>Largest Magnitude Increase over last quarter</p>
		<p>San Diego 8.7% </p>	<p>San Diego 5.5% </p>
<p>Average Non-Holiday Weekday Equivalent Lost Lane Mile Hours at 35 mph</p>		<p>Largest Magnitude Decrease over one year ago</p>	<p>Largest Magnitude Decrease over last quarter</p>
		<p>AM Peak -0.2% </p>	<p>-</p>
		<p>Largest Magnitude Increase over one year ago</p>	<p>Largest Magnitude Increase over last quarter</p>
		<p>PM Peak 1.8% </p>	<p>Off-Peak Day 29% </p>
<p>Average Number of Good and Bad Detectors</p>		<p>Change in Good over one year ago</p>	<p>Change in Good over last quarter</p>
		<p>-1% </p>	<p>-2.68% </p>
		<p>Change in Bad over one year ago</p>	<p>Change in Bad over last quarter</p>
		<p>3% </p>	<p>17% </p>

Congestion by Route

Route	County	Vehicle Hours of Delay at 35 mph			Difference 2018 Q3-2017 Q3		Difference 2018 Q3-2018 Q2		Rank		
		2017 Q3	2018 Q2	2018 Q3	Absolute	Percentage	Absolute	Percentage	2017 Q3	2018 Q2	2018 Q3
		I5	San Diego	1,186,056	1,242,539	1,341,444	155,388	13.1%	98,905	8.0%	1
I805	San Diego	570,224	595,196	647,941	77,717	13.6%	52,745	8.9%	2	2	2
I15	San Diego	487,929	575,608	567,948	80,019	16.4%	-7,660	-1.3%	3	3	3
SR78	San Diego	242,489	224,365	236,631	-5,858	-2.4%	12,267	5.5%	4	4	4
I8	San Diego	179,066	171,485	184,293	5,226	2.9%	12,808	7.5%	5	5	5
SR125	San Diego	155,805	162,628	174,139	18,334	11.8%	11,510	7.1%	7	6	6
SR163	San Diego	157,981	140,540	135,404	-22,577	-14.3%	-5,136	-3.7%	6	7	7
SR52	San Diego	133,003	113,304	118,935	-14,068	-10.6%	5,631	5.0%	8	8	8
SR94	San Diego	74,022	64,736	65,629	-8,394	-11.3%	893	1.4%	9	9	9
SR56	San Diego	66,252	62,011	64,371	-1,881	-2.8%	2,360	3.8%	10	10	10
I905	San Diego	4,022	4,001	6,660	2,638	65.6%	2,659	66.4%	11	12	11
SR76	San Diego	3,656	5,808	2,863	-793	-21.7%	-2,945	-50.7%	13	11	12
SR54	San Diego	3,958	1,309	1,202	-2,756	-69.6%	-108	-8.2%	12	13	13
SR67	San Diego	389	134	7	-382	-98.3%	-127	-95.1%	14	14	14
TOTALS		3,264,853	3,363,663	3,547,466	282,613	8.7%	183,802	5.5%			