

# District 11 Mobility Performance Report

2021 Third Quarter

**DEPARTMENT OF TRANSPORTATION**

October 27, 2021

District 11- Traffic System Performance

## District 11 Mobility Performance Report

---

2021 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 3,338,330 residents and Imperial County with approximately 181,215 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 2021, the total delay equaled 2.2 million VHD at the 35mph speed threshold, and 5 million VHD at the 60mph threshold. The average weekday delay experienced in this quarter was approximately 27 thousand VHD at 35 mph, and 64 thousand VHD at 60 mph.

### Top Ten Bottlenecks for the 2021 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) | VDS     | Type |
|-----------|-------|---------|-----------|----------------------|--------|---------|----------|-----------|---------------|--------------------|-----------------------|-----------------------|---------|------|
| San Diego | PM    | I805-S  | S         | 805 SB N-O 15        | 15.17  | 15.321  | 32.74    | -117.12   | 62            | 5.79               | 169,879.10            | 10,810.00             | 1123210 | ML   |
| San Diego | PM    | I5-N    | N         | Cannon Rd            | 48.00  | R48.104 | 33.14    | -117.33   | 63            | 5.63               | 139,920.10            | 11,330.00             | 1108659 | ML   |
| San Diego | PM    | SR78-E  | E         | Barham Dr            | 14.86  | 14.86   | 33.14    | -117.13   | 55            | 5.08               | 77,968.00             | 7,485.00              | 1108702 | ML   |
| San Diego | PM    | I15-S   | S         | WB SR-274-BALBOA AVE | 9.37   | R9.196  | 32.82    | -117.12   | 64            | 2.26               | 70,331.40             | 10,390.00             | 1108523 | ML   |
| San Diego | PM    | I15-N   | N         | 15 NB N-O Mission Rd | 52.35  | R52.09  | 33.41    | -117.16   | 51            | 4.65               | 64,764.20             | 7,255.00              | 1121763 | ML   |
| San Diego | PM    | I5-S    | S         | N-O CMNO DE LA PLAZA | 0.22   | R.311   | 32.54    | -117.03   | 61            | 0.88               | 63,219.50             | 14,105.00             | 1114228 | ML   |
| San Diego | PM    | I5-S    | S         | 5th Ave              | 16.00  | R16.11  | 32.72    | -117.16   | 63            | 2.55               | 52,760.40             | 7,120.00              | 1108417 | ML   |
| San Diego | PM    | SR125-S | S         | GROSSMONT BLVD       | 17.42  | 15.015  | 32.76    | -117.01   | 64            | 1.40               | 44,478.20             | 9,045.00              | 1113413 | ML   |
| San Diego | PM    | I5-S    | S         | Oceanside Blvd       | 52.27  | R52.408 | 33.19    | -117.36   | 40            | 3.58               | 40,213.20             | 4,000.00              | 1108459 | ML   |
| San Diego | PM    | I5-S    | S         | Mission Bay Dr       | 22.85  | R22.959 | 32.80    | -117.21   | 43            | 4.10               | 30,681.50             | 3,240.00              | 1108693 | ML   |

| Measure  | Graph  | Percentage Change |       |         |      |         |      |         |      |                   |                   |
|--|--|-------------------|-------|---------|------|---------|------|---------|------|-------------------|-------------------|
| Vehicle Miles of Travel (VMT)                                      | <p>Miles (Billions)</p> <table border="1"> <tr><th>Quarter</th><th>Value</th></tr> <tr><td>2020 Q3</td><td>3.12</td></tr> <tr><td>2021 Q2</td><td>3.44</td></tr> <tr><td>2021 Q3</td><td>3.55</td></tr> </table> | Quarter           | Value | 2020 Q3 | 3.12 | 2021 Q2 | 3.44 | 2021 Q3 | 3.55 | Over one year ago | Over last quarter |
|  |  | Quarter           | Value |         |      |         |      |         |      |                   |                   |
|  |  | 2020 Q3           | 3.12  |         |      |         |      |         |      |                   |                   |
| 2021 Q2  | 3.44   |                   |       |         |      |         |      |         |      |                   |                   |
| 2021 Q3  | 3.55   |                   |       |         |      |         |      |         |      |                   |                   |
| 13.6%  | 3.1%   |                   |       |         |      |         |      |         |      |                   |                   |
| Total Vehicle Hours of Delay (VHD) at 35 mph                       | <p>Hours (Millions)</p> <table border="1"> <tr><th>Quarter</th><th>Value</th></tr> <tr><td>2020 Q3</td><td>0.4</td></tr> <tr><td>2021 Q2</td><td>1.8</td></tr> <tr><td>2021 Q3</td><td>2.2</td></tr> </table>    | Quarter           | Value | 2020 Q3 | 0.4  | 2021 Q2 | 1.8  | 2021 Q3 | 2.2  | Over one year ago | Over last quarter |
|  |  | Quarter           | Value |         |      |         |      |         |      |                   |                   |
|  |  | 2020 Q3           | 0.4   |         |      |         |      |         |      |                   |                   |
| 2021 Q2  | 1.8  |                   |       |         |      |         |      |         |      |                   |                   |
| 2021 Q3  | 2.2  |                   |       |         |      |         |      |         |      |                   |                   |
| 405%   | 19.2%  |                   |       |         |      |         |      |         |      |                   |                   |
| Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 35 mph | <p>Hours (Thousands)</p> <table border="1"> <tr><th>Quarter</th><th>Value</th></tr> <tr><td>2020 Q3</td><td>5</td></tr> <tr><td>2021 Q2</td><td>20</td></tr> <tr><td>2021 Q3</td><td>27</td></tr> </table>       | Quarter           | Value | 2020 Q3 | 5    | 2021 Q2 | 20   | 2021 Q3 | 27   | Over one year ago | Over last quarter |
|  |  | Quarter           | Value |         |      |         |      |         |      |                   |                   |
|  |  | 2020 Q3           | 5     |         |      |         |      |         |      |                   |                   |
| 2021 Q2  | 20   |                   |       |         |      |         |      |         |      |                   |                   |
| 2021 Q3  | 27   |                   |       |         |      |         |      |         |      |                   |                   |
| 441.7%   | 33.1%  |                   |       |         |      |         |      |         |      |                   |                   |
| Total Vehicle Hours of Delay (VHD) at 60 mph                       | <p>Hours (Millions)</p> <table border="1"> <tr><th>Quarter</th><th>Value</th></tr> <tr><td>2020 Q3</td><td>1.6</td></tr> <tr><td>2021 Q2</td><td>4.4</td></tr> <tr><td>2021 Q3</td><td>5</td></tr> </table>      | Quarter           | Value | 2020 Q3 | 1.6  | 2021 Q2 | 4.4  | 2021 Q3 | 5    | Over one year ago | Over last quarter |
|  |  | Quarter           | Value |         |      |         |      |         |      |                   |                   |
|  |  | 2020 Q3           | 1.6   |         |      |         |      |         |      |                   |                   |
| 2021 Q2  | 4.4  |                   |       |         |      |         |      |         |      |                   |                   |
| 2021 Q3  | 5  |                   |       |         |      |         |      |         |      |                   |                   |
| 213.6%   | 12.6%  |                   |       |         |      |         |      |         |      |                   |                   |
| Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 60 mph | <p>Hours (Thousands)</p> <table border="1"> <tr><th>Quarter</th><th>Value</th></tr> <tr><td>2020 Q3</td><td>20</td></tr> <tr><td>2021 Q2</td><td>53</td></tr> <tr><td>2021 Q3</td><td>64</td></tr> </table>      | Quarter           | Value | 2020 Q3 | 20   | 2021 Q2 | 53   | 2021 Q3 | 64   | Over one year ago | Over last quarter |
|  |  | Quarter           | Value |         |      |         |      |         |      |                   |                   |
|  |  | 2020 Q3           | 20    |         |      |         |      |         |      |                   |                   |
| 2021 Q2  | 53   |                   |       |         |      |         |      |         |      |                   |                   |
| 2021 Q3  | 64   |                   |       |         |      |         |      |         |      |                   |                   |
| 215.9%   | 20.8%  |                   |       |         |      |         |      |         |      |                   |                   |

| 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 -20.6%  |
| 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      |
|   |       | 8 PM -12.6%   | 10 PM -42.5%  |
| 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     |
|   |       | 5 AM -85.8%   | 4 PM -32.3%   |
| 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 |
|   |       | 8 PM -77.6%   | 6 PM -74.6%   |
|   |       | Largest Magnitude Increase over one year ago              | Largest Magnitude Increase over last quarter              |
|   |       | Friday 165%   | Thursday 24%  |
|   |       | 4 PM 461.5%   | 5 PM 43.7%  |
|   |       | 12 PM 328.4%  | 10 AM 17.2%   |
|   |       | 1 PM 437.8%   | 1 PM 2.1%   |

| Measure  | Graph   | Percentage Change  |  |
|--|---|--|--|
| <b>Total Vehicle Hours of Delay (VHD) by County at 35 mph</b>                | <p>Hours (Millions)</p> <p>■ 2020 Q3<br/>■ 2021 Q2<br/>■ 2021 Q3</p> <p>San Diego</p>   | <b>Largest Magnitude Decrease over one year ago</b><br>- | <b>Largest Magnitude Decrease over last quarter</b><br>-                       |
|  |   | <b>Largest Magnitude Increase over one year ago</b>      | <b>Largest Magnitude Increase over last quarter</b>                            |
|  |   | <b>San Diego</b> ↑<br>405%                               | <b>San Diego</b> ↑<br>19.2%  |
| <b>Average Non-Holiday Weekday Equivalent Lost Lane Mile Hours at 35 mph</b> | <p>Miles</p> <p>■ 2020 Q3<br/>■ 2021 Q2<br/>■ 2021 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> | <b>Largest Magnitude Decrease over one year ago</b><br>- | <b>Largest Magnitude Decrease over last quarter</b><br>Off-Peak Day ↓<br>-3.5% |
|  |   | <b>Largest Magnitude Increase over one year ago</b>      | <b>Largest Magnitude Increase over last quarter</b>                            |
|  |   | <b>PM Peak</b> ↑<br>433.9%                               | <b>PM Peak</b> ↑<br>25.5%  |
| <b>Average Number of Good and Bad Detectors</b>                              | <p>Number of Detectors</p> <p>■ Average of Good<br/>■ Average of Bad</p> <p>2020 Q3    2021 Q2    2021 Q3</p>   | <b>Change in Good over one year ago</b><br>-6% ↓         | <b>Change in Good over last quarter</b><br>-1.5% ↓                             |
|  |   | <b>Change in Bad over one year ago</b><br>-14% ↓         | <b>Change in Bad over last quarter</b><br>8% ↑                                 |

| Congestion by Route |           |                                  |                  |                  |                            |               |                            |              |         |         |         |
|---------------------|-----------|----------------------------------|------------------|------------------|----------------------------|---------------|----------------------------|--------------|---------|---------|---------|
| Route               | County    | Vehicle Hours of Delay at 35 mph |                  |                  | Difference 2021 Q3-2020 Q3 |               | Difference 2021 Q3-2021 Q2 |              | Rank    |         |         |
|                     |           | 2020 Q3                          | 2021 Q2          | 2021 Q3          | Absolute                   | Percentage    | Absolute                   | Percentage   | 2020 Q3 | 2021 Q2 | 2021 Q3 |
| I5                  | San Diego | 188,503                          | 876,148          | 1,007,485        | 818,982                    | 434.5%        | 131,337                    | 15.0%        | 1       | 1       | 1       |
| I15                 | San Diego | 68,785                           | 325,296          | 361,559          | 292,774                    | 425.6%        | 36,262                     | 11.1%        | 2       | 2       | 2       |
| I805                | San Diego | 33,397                           | 152,405          | 264,212          | 230,815                    | 691.1%        | 111,807                    | 73.4%        | 5       | 4       | 3       |
| SR78                | San Diego | 48,889                           | 160,664          | 180,423          | 131,534                    | 269.0%        | 19,759                     | 12.3%        | 3       | 3       | 4       |
| SR125               | San Diego | 39,470                           | 113,067          | 132,494          | 93,024                     | 235.7%        | 19,427                     | 17.2%        | 4       | 5       | 5       |
| I8                  | San Diego | 19,781                           | 73,568           | 71,720           | 51,939                     | 262.6%        | -1,848                     | -2.5%        | 6       | 6       | 6       |
| SR52                | San Diego | 15,342                           | 38,289           | 55,488           | 40,146                     | 261.7%        | 17,199                     | 44.9%        | 7       | 7       | 7       |
| SR163               | San Diego | 4,418                            | 38,142           | 35,528           | 31,110                     | 704.1%        | -2,613                     | -6.9%        | 9       | 8       | 8       |
| SR94                | San Diego | 1,489                            | 14,735           | 23,050           | 21,560                     | 1447.6%       | 8,315                      | 56.4%        | 11      | 10      | 9       |
| SR56                | San Diego | 355                              | 20,043           | 22,464           | 22,109                     | 6227.8%       | 2,421                      | 12.1%        | 13      | 9       | 10      |
| I905                | San Diego | 6,105                            | 3,419            | 8,150            | 2,044                      | 33.5%         | 4,731                      | 138.4%       | 8       | 12      | 11      |
| SR54                | San Diego | 427                              | 2,552            | 6,519            | 6,091                      | 1425.2%       | 3,967                      | 155.5%       | 12      | 13      | 12      |
| SR76                | San Diego | 3,491                            | 5,716            | 4,367            | 876                        | 25.1%         | -1,349                     | -23.6%       | 10      | 11      | 13      |
| SR67                | San Diego | 31                               | 344              | 357              | 326                        | 1045.2%       | 13                         | 3.7%         | 14      | 14      | 14      |
| SR11                | San Diego | 0                                | 1                | 0                | 0                          | -100.0%       | -1                         | -100.0%      | 15      | 15      | 15      |
| <b>TOTALS</b>       |           | <b>430,484</b>                   | <b>1,824,390</b> | <b>2,173,815</b> | <b>1,743,331</b>           | <b>405.0%</b> | <b>349,426</b>             | <b>19.2%</b> |         |         |         |