

# District 10 Mobility Performance Report

2023 Third Quarter

**DEPARTMENT OF TRANSPORTATION**

October 27, 2023

: Eric Ladio

## District 10 Mobility Performance Report

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2023 Third 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 third quarter of 2023, total delay equaled 711 thousand vehicle hours of delay (VHD) at the 35 mph speed threshold and 2.3 million VHD at the 60 mph threshold. Compared to the same quarter the year before, there was a 26.7 percent total delay increase in 35 mph quarterly delay and 11 percent total delay increase in 60 mph quarterly delay. The average weekday delay experienced in this quarter was approximately 9,710 VHD at 35 mph and 30,926 VHD at 60 mph. Compared to the same quarter the year before, there was a 22.5 percent increase in 35 mph average weekday quarterly delay and 10.4 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 and additional detection has been implemented in the past year. Additionally, significant commercial, industrial, and residential growth has 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 going into the latter part of the year.

### Top Ten Bottlenecks for Quarter 3

| 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   | 60            | 2.88               | 116,522               | 13,170                |
| SJ     | PM    | SR99-S | 236.56 | 0.776   | 37.74    | -121.12   | 57            | 2.37               | 30,645                | 8,565                 |
| SJ     | PM    | SR99-S | 238.76 | 2.971   | 37.76    | -121.15   | 50            | 2.45               | 23,889                | 6,680                 |
| STA    | PM    | SR99-S | 227.11 | R16.07  | 37.64    | -121.01   | 59            | 1.75               | 19,188                | 7,705                 |
| SJ     | PM    | I5-S   | 470.73 | 25.241  | 37.93    | -121.30   | 35            | 1.60               | 16,235                | 3,930                 |
| SJ     | PM    | I205-E | 12.87  | R11.94  | 37.77    | -121.34   | 44            | 1.80               | 12,718                | 5,005                 |
| SJ     | PM    | I5-N   | 461.20 | R15.706 | 37.80    | -121.30   | 50            | 1.56               | 8,615                 | 4,930                 |
| SJ     | PM    | I205-W | 11.41  | R10.48  | 37.77    | -121.37   | 41            | 1.63               | 8,443                 | 4,105                 |
| SJ     | PM    | I205-E | 9.13   | R8.202  | 37.76    | -121.41   | 55            | 0.85               | 8,017                 | 5,445                 |
| SJ     | PM    | I205-W | 13.13  | R12.195 | 37.77    | -121.35   | 43            | 1.30               | 7,408                 | 4,470                 |

SUMMARY TABLE FOR THE 2023 Q3 REPORT

The following District 10 projects are currently being constructed or are scheduled for construction effective November 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 January 2024

**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 Q3 Quarterly Mobility Statistics.

## 2023 Q3 Quarterly Mobility Statistics District 10

Data may change in coming months due to on-going reconciliation process

| Measure   | Graph  | Percentage Change |       |      |       |      |       |                   |                   |
|---|--|-------------------|-------|------|-------|------|-------|-------------------|-------------------|
| <b>Vehicle Miles of Travel (VMT)</b>                                      | <p>Miles (Billions)</p> <table border="1"> <tr><th>Year</th><th>Q3</th></tr> <tr><td>2022</td><td>2.02</td></tr> <tr><td>2023</td><td>2.04</td></tr> </table>    | Year              | Q3    | 2022 | 2.02  | 2023 | 2.04  | Over one year ago | Over last quarter |
|   |  | Year              | Q3    |      |       |      |       |                   |                   |
|   |  | 2022              | 2.02  |      |       |      |       |                   |                   |
|   |  | 2023              | 2.04  |      |       |      |       |                   |                   |
| 0.9%  | 0.7%   |                   |       |      |       |      |       |                   |                   |
| ↑   | ↑  |                   |       |      |       |      |       |                   |                   |
| <b>Total Vehicle Hours of Delay (VHD) at 35 mph</b>                       | <p>Hours (Thousands)</p> <table border="1"> <tr><th>Year</th><th>Q3</th></tr> <tr><td>2022</td><td>560.9</td></tr> <tr><td>2023</td><td>710.5</td></tr> </table> | Year              | Q3    | 2022 | 560.9 | 2023 | 710.5 | Over one year ago | Over last quarter |
|   |  | Year              | Q3    |      |       |      |       |                   |                   |
|   |  | 2022              | 560.9 |      |       |      |       |                   |                   |
|   |  | 2023              | 710.5 |      |       |      |       |                   |                   |
| 26.7%   | -0.8%  |                   |       |      |       |      |       |                   |                   |
| ↑   | ↓  |                   |       |      |       |      |       |                   |                   |
| <b>Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 35 mph</b> | <p>Hours</p> <table border="1"> <tr><th>Year</th><th>Q3</th></tr> <tr><td>2022</td><td>7927</td></tr> <tr><td>2023</td><td>9710</td></tr> </table>               | Year              | Q3    | 2022 | 7927  | 2023 | 9710  | Over one year ago | Over last quarter |
|   |  | Year              | Q3    |      |       |      |       |                   |                   |
|   |  | 2022              | 7927  |      |       |      |       |                   |                   |
|   |  | 2023              | 9710  |      |       |      |       |                   |                   |
| 22.5%   | -2%  |                   |       |      |       |      |       |                   |                   |
| ↑   | ↓  |                   |       |      |       |      |       |                   |                   |
| <b>Total Vehicle Hours of Delay (VHD) at 60 mph</b>                       | <p>Hours (Millions)</p> <table border="1"> <tr><th>Year</th><th>Q3</th></tr> <tr><td>2022</td><td>2</td></tr> <tr><td>2023</td><td>2.3</td></tr> </table>        | Year              | Q3    | 2022 | 2     | 2023 | 2.3   | Over one year ago | Over last quarter |
|   |  | Year              | Q3    |      |       |      |       |                   |                   |
|   |  | 2022              | 2     |      |       |      |       |                   |                   |
|   |  | 2023              | 2.3   |      |       |      |       |                   |                   |
| 11%   | 3.9%   |                   |       |      |       |      |       |                   |                   |
| ↑   | ↑  |                   |       |      |       |      |       |                   |                   |
| <b>Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 60 mph</b> | <p>Hours (Thousands)</p> <table border="1"> <tr><th>Year</th><th>Q3</th></tr> <tr><td>2022</td><td>28</td></tr> <tr><td>2023</td><td>31</td></tr> </table>       | Year              | Q3    | 2022 | 28    | 2023 | 31    | Over one year ago | Over last quarter |
|   |  | Year              | Q3    |      |       |      |       |                   |                   |
|   |  | 2022              | 28    |      |       |      |       |                   |                   |
|   |  | 2023              | 31    |      |       |      |       |                   |                   |
| 10.4%   | 3.2%   |                   |       |      |       |      |       |                   |                   |
| ↑   | ↑  |                   |       |      |       |      |       |                   |                   |

For further information regarding the content of this report, contact:  
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## 2023 Q3 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              |
|   |       | Monday  -0.2%   | Wednesday  -2.3%  |
|   |       | Largest Magnitude Increase over one year ago              | Largest Magnitude Increase over last quarter              |
|   |       | Thursday  22.4%   | Tuesday  9.9%   |
| 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      |
|   |       | 5 PM  -4.9%   | 2 PM  -20.5%  |
|   |       | Largest Magnitude Weekday Increase over one year ago      | Largest Magnitude Weekday Increase over last quarter      |
|   |       | 8 AM  52.2%   | 8 PM  137.9%  |
| 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     |
|   |       | 3 PM  -3.2%   | 5 PM  -48.2%  |
|   |       | Largest Magnitude Saturday Increase over one year ago     | Largest Magnitude Saturday Increase over last quarter     |
|   |       | 8 PM  651.3%  | 8 PM  169.6%  |
| 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  -9.8%   | 1 PM  -34.4%  |
|   |       | Largest Magnitude Sun./Holiday Increase over one year ago | Largest Magnitude Sun./Holiday Increase over last quarter |
|   |       | 8 PM  480.6%  | 7 PM  109.1%  |

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## 2023 Q3 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 |
|  |       | STA<br>-32.1%                                | Largest Magnitude Increase over one year ago |
|  |       | SJ<br>20.8%                                  | TUO<br>715.6%                                |
| <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<br>-1.1%                             | Off-Peak Day<br>-2.1%                        |
|  |       | Largest Magnitude Increase over one year ago | Largest Magnitude Increase over last quarter |
|  |       | AM Peak<br>2.4%                              | PM Peak<br>4.3%                              |
| <b>Average Number of Good and Bad Detectors</b>                              |       | Change in Good over one year ago             | Change in Good over last quarter             |
|  |       | 16%  | -2%  |
|  |       | Change in Bad over one year ago              | Change in Bad over last quarter              |
|  |       | -7%  | 5%   |

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**2023 Q3 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 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 |
| I205                | SJ     | 176,581                          | 216,376        | 195,179        | 18,598                     | 10.5%        | -21,197                    | -9.8%        | 1       | 1       | 1       |
| SR99                | SJ     | 103,793                          | 78,560         | 121,342        | 17,549                     | 16.9%        | 42,783                     | 54.5%        | 2       | 4       | 2       |
| SR99                | STA    | 99,395                           | 161,278        | 104,349        | 4,954                      | 5.0%         | -56,929                    | -35.3%       | 3       | 2       | 3       |
| I5                  | SJ     | 47,971                           | 86,377         | 91,682         | 43,712                     | 91.1%        | 5,306                      | 6.1%         | 4       | 3       | 4       |
| SR4                 | SJ     | 17,719                           | 35,888         | 42,169         | 24,449                     | 138.0%       | 6,281                      | 17.5%        | 7       | 6       | 5       |
| SR108               | TUO    | 783                              | 4,151          | 36,463         | 35,681                     | 4559.3%      | 32,313                     | 778.5%       | 17      | 15      | 6       |
| SR132               | STA    | 30,182                           | 36,427         | 26,026         | -4,156                     | -13.8%       | -10,402                    | -28.6%       | 6       | 5       | 7       |
| SR99                | MER    | 8,029                            | 11,772         | 23,386         | 15,357                     | 191.3%       | 11,614                     | 98.7%        | 10      | 10      | 8       |
| SR120               | SJ     | 34,185                           | 19,757         | 19,762         | -14,423                    | -42.2%       | 6                          | 0.0%         | 5       | 8       | 9       |
| I5                  | STA    | 11,999                           | 17,900         | 16,235         | 4,236                      | 35.3%        | -1,664                     | -9.3%        | 8       | 9       | 10      |
| I580                | SJ     | 11,227                           | 25,667         | 14,022         | 2,795                      | 24.9%        | -11,645                    | -45.4%       | 9       | 7       | 11      |
| SR165               | MER    | 3,773                            | 4,352          | 6,524          | 2,751                      | 72.9%        | 2,172                      | 49.9%        | 13      | 14      | 12      |
| SR152               | MER    | 1,803                            | 7,636          | 6,499          | 4,697                      | 260.5%       | -1,137                     | -14.9%       | 15      | 11      | 13      |
| SR12                | SJ     | 5,468                            | 5,185          | 4,943          | -525                       | -9.6%        | -242                       | -4.7%        | 11      | 13      | 14      |
| SR132               | SJ     | 4,510                            | 5,451          | 3,600          | -911                       | -20.2%       | -1,851                     | -34.0%       | 12      | 12      | 15      |
| I5                  | MER    | 1,013                            | 705            | 2,037          | 1,024                      | 101.1%       | 1,332                      | 188.9%       | 16      | 17      | 16      |
| SR16                | AMA    | 116                              | 36             | 649            | 533                        | 461.0%       | 613                        | 1688.2%      | 19      | 22      | 18      |
| SR120               | TUO    | 367                              | 395            | 561            | 194                        | 53.0%        | 166                        | 42.1%        | 18      | 19      | 19      |
| SR12                | CAL    | 70                               | 2              | 503            | 433                        | 622.3%       | 501                        | 22750.0%     | 20      | 28      | 20      |
| SR49                | MPA    | 44                               | 520            | 227            | 183                        | 413.1%       | -293                       | -56.3%       | 21      | 18      | 21      |
| SR88                | ALP    | 21                               | 29             | 107            | 86                         | 405.2%       | 78                         | 266.3%       | 22      | 23      | 22      |
| SR4                 | STA    | 0                                | 111            | 53             | 53                         |              | -57                        | -51.9%       |         | 20      | 23      |
| SR49                | TUO    | 1                                | 0              | 47             | 46                         | 6614.3%      | 47                         |              | 28      |         | 24      |
| SR104               | AMA    | 2                                | 14             | 15             | 14                         | 805.9%       | 2                          | 11.6%        | 25      | 25      | 25      |
| SR88                | SJ     | 5                                | 6              | 6              | 1                          | 26.1%        | 0                          | 3.6%         | 24      | 26      | 27      |
| SR140               | MPA    | 0                                | 2              | 4              | 4                          |              | 3                          | 166.7%       |         | 29      | 28      |
| SR124               | AMA    | 1                                | 2              | 1              | -1                         | -50.0%       | -2                         | -78.3%       | 27      | 27      | 29      |
| SR140               | MER    | 1                                | 57             | 0              | -1                         | -76.9%       | -57                        | -99.5%       | 26      | 21      | 30      |
| SR88                | AMA    | 0                                | 1              | 0              | 0                          | -33.3%       | 0                          | -66.7%       | 29      | 30      | 31      |
| SR4                 | CAL    | 0                                | 0              | 0              | 0                          |              | 0                          |              |         |         |         |
| <b>TOTALS</b>       |        | <b>560,944</b>                   | <b>721,661</b> | <b>718,337</b> | <b>157,393</b>             | <b>28.1%</b> | <b>-3,324</b>              | <b>-0.5%</b> |         |         |         |

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