

District 11 Mobility Performance Report

2025 Second Quarter

DEPARTMENT OF TRANSPORTATION

Definitions

- **Vehicle Miles of Travel (VMT):** Total miles driven by all the vehicles over a freeway segment during a specified time period. When plotted over a spatial segment, this quantity is simply the sum of VMT from the individual detectors. Users can query VMT reports for any freeway (or segment) available in PeMS. At a freeway segment page in PeMS, users can select the VMT reports by using the Performance pull-down menu and selecting Aggregates. There are three types of Aggregates reports: Time Series, Time of Day, and Day of Week.
- **Vehicle Hours of Delay (VHD):** Amount of extra time spent by all the vehicles beyond the time it takes to traverse a freeway segment at a threshold speed. In other words, it is the amount of additional time that vehicles spend on the roadway due to congestion. PeMS can compute the amount of delay using different threshold speeds (i.e., 35, 40, 45, 50, 55, 60, and 65 miles per hour)
- **Lost Lane Miles Hours (equivalent lost productivity):** Number of lane-mile-hours that are lost due to the freeway operating under congested conditions. When the freeway is in congestion - speed is below 35 mph - PeMS find the ratio between the measured flow and the capacity for this location. This drop in capacity is caused by the freeway is operating in congested conditions instead of in free flow)
- **Detection Health:** Detectors can malfunction for many reasons. For some detectors, this is an intermittent problem. For other detectors, the problem is recurrent. PeMS devotes a large amount of its computing resources to identifying bad detectors and calculating health diagnostics to help users evaluate data quality and to help those responsible for detector maintenance.
- **Bottleneck:** Location where the traffic demand exceeds the available capacity of the roadway facility. Characteristics include reduction in speeds, congestion, queuing, and delay. PeMS can identify a bottleneck at a particular detector where there is a persistent drop in speed from the detector immediately upstream.

District 11 Mobility Performance Report

2025 Second Quarter

EXECUTIVE SUMMARY

Overview

The Quarterly Mobility Performance Report (MPR) evaluates key traffic performance metrics by comparing current conditions with both the previous quarter and the same period from the prior year. This report provides information on the following performance measures:

- Vehicle Miles Traveled (VMT)
- Vehicle Hours of Delay (VHD)
- Lost Lane Mile Hours
- Detection Health

The information in this report is based on daily data collected 24 hours a day by automated vehicle detector stations across the State Highway System.

Vehicular delay is assessed using two speed thresholds:

- Below 60 mph: Indicates both light and heavy congestion
- Below 35 mph: Indicates severe congestion

Through engineering judgment, Caltrans uses these thresholds and performance measures to identify bottleneck locations and assess congestion severity.

FINDINGS

Summary

- In this second quarter (April to June of 2025), Vehicle Miles Travel (VMT) across all District 11 freeways were 3.58 billion miles, an increase of 4.8 percent from previous quarter.
- There was 6.1 million Vehicle Hours of Delay (VHD) at the 60-mph speed threshold, an increase of 7.5 percent over previous quarter and a decrease of -0.4 percent from a year ago.
- 6.1 of the 6.1 VHD were generated in San Diego County.
- In this quarter about 100 percent of the total delay in District 11 at the 35-mph speed threshold were generated from 15 freeways.
- These delays were equivalent to 109.3 Lost Lane Miles Hours (LLM)^{*} from the freeway network during the PM Peak Period, compared to 109.5 LLM from previous quarter.
- The average weekday daily delay in this quarter was approximately 41 VHD at 35-mph speed threshold, and 84 VHD at 60-mph speed thresholds (0.2 percent increase and -0.9 Percent decrease respectively over the previous quarter.)
- By the end of the second quarter, loop detectors in good service condition account for 57 percent of the total loops, while 43 percent of total loop detectors are nonoperational.

Bottleneck Locations

Table 1: Top 20 Bottlenecks for the 2024 Calendar Year:

Location	County	Route	Name	Peak Period (AM/PM)	Abs Postmile (Miles)	CA Postmile (Miles)	Days Observed (Days)	Avg Extent (Miles)	Total Delay (vehicle-hours)	Total Duration (Minutes)
1	SD	I805-S	805 SB N-O 15	PM	15.23	15.38	197	7.34	736,326.60	36,485.00
2	SD	I5-N	Lomas Santa Fe Dr EB to 5 NB	PM	37.28	37.386	170	6.64	592,440.20	31,145.00
3	SD	I15-N	15 NB S-O El Norte Pkwy	PM	32.88	32.62	171	5.36	541,218.00	35,490.00
4	SD	I5-S	5th Ave to 5 SB	PM	16.00	16.11	239	2.38	366,061.80	37,125.00
5	SD	SR125-S	Grossmont Blvd to 125 SB	PM	1.83	0	251	4.20	325,602.80	41,595.00
6	SD	I15-N	15 NB HOV S-O Rte 78	PM	31.16	30.9	226	5.17	318,753.90	44,585.00
7	SD	I805-S	805 SB @ University Ave.	PM	15.84	15.99	73	6.93	256,899.70	12,805.00
8	SD	SR78-E	Twin Oaks Villy Rd to 78 EB	PM	12.98	12.988	244	3.47	238,874.60	31,940.00
9	SD	SR163-N	163 NB S-O I-8	PM	2.79	3.34	251	2.90	223,924.60	41,595.00
10	SD	I5-S	5 SB S-O Clairmont Dr	PM	21.37	21.475	182	6.18	188,756.50	13,120.00
11	SD	I15-S	15 SB S-O Balboa Ave	PM	8.83	8.662	224	2.92	183,813.60	17,960.00
12	SD	I5-N	Carmel Valley Rd to 5 NB	PM	32.79	32.902	227	3.17	182,625.10	39,480.00
13	SD	SR78-E	Barham-Woodland to 78 EB	PM	14.82	14.82	162	4.71	173,750.90	15,645.00
14	SD	I15-S	Balboa Ave WB to 15 SB	PM	9.37	9.195	244	2.21	160,482.80	21,690.00
15	SD	I5-S	Oceanside Blvd to 5 SB	PM	52.27	52.407	134	4.21	156,928.70	13,260.00
16	SD	SR56-E	Carmel Country Rd to 56 EB	PM	0.00	0	240	2.30	151,994.70	34,825.00
17	SD	I5-S	5 SB N-O 8th St	PM	7.82	7.91	225	2.08	149,970.60	39,235.00
18	SD	I5-N	5 NB N-O Via De La Valle	PM	36.72	36.828	134	3.42	139,326.20	13,445.00
19	SD	I5-S	Seaworld Dr to 5 SB	PM	20.53	20.64	107	7.97	126,957.60	6,565.00
20	SD	SR78-W	Nordahl Rd to 78 WB	AM	15.46	15.463	238	1.69	116,364.80	35,495.00

Table 2: Top 10 Bottlenecks for the 2025 Second Quarter:

Location	County	Route	Name	Peak Period (AM/PM)	Abs Postmile (Miles)	CA Postmile (Miles)	Days Observed (Days)	Avg Extent (Miles)	Total Delay (vehicle-hours)	Total Duration (Minutes)
1	SD	I805-S	805 SB N-O 15	PM	15.23	15.38	56	8.68	228,213.40	10,370.00
2	SD	I15-N	15 NB S-O El Norte Pkwy	PM	32.88	32.62	63	5.47	227,635.80	13,890.00
3	SD	I5-N	Lomas Santa Fe Dr EB to 5 NB	PM	37.28	37.386	61	6.60	211,016.70	11,770.00
4	SD	I15-N	15 NB HOV S-O Rte 78	PM	31.16	30.9	63	5.72	114,008.70	13,355.00
5	SD	SR125-S	Grossmont Blvd to 125 SB	PM	1.83	0	63	4.20	81,338.00	10,415.00
6	SD	SR78-E	Twin Oaks Villy Rd to 78 EB	PM	12.98	12.988	62	3.31	64,225.10	9,120.00
7	SD	I15-S	15 SB S-O Balboa Ave	PM	8.83	8.662	63	3.00	58,116.90	6,060.00
8	SD	SR163-N	163 NB S-O I-8	PM	2.79	3.34	63	2.90	55,938.00	10,415.00
9	SD	I5-S	5 SB N-O Division Street	PM	11.85	11.95	54	2.82	46,050.40	5,730.00
10	SD	I5-S	Seaworld Dr to 5 SB	PM	20.53	20.64	36	7.24	45,902.00	2,510.00

Bottleneck Mitigation Projects:

None currently.

Quarterly Mobility Statistics

Measure	Graph	Percentage Change									
Vehicle Miles of Travel (VMT)	Miles (Billions) <table><thead><tr><th>Quarter</th><th>VMT (Billions)</th></tr></thead><tbody><tr><td>2024 Q2</td><td>3.56</td></tr><tr><td>2025 Q1</td><td>3.41</td></tr><tr><td>2025 Q2</td><td>3.58</td></tr></tbody></table>	Quarter	VMT (Billions)	2024 Q2	3.56	2025 Q1	3.41	2025 Q2	3.58	Over one year ago	Over last quarter
		Quarter	VMT (Billions)								
		2024 Q2	3.56								
		2025 Q1	3.41								
2025 Q2	3.58										
0.4%	4.8%										
Total Vehicle Hours of Delay (VHD) at 35 mph	Hours (Millions) <table><thead><tr><th>Quarter</th><th>VHD (Millions)</th></tr></thead><tbody><tr><td>2024 Q2</td><td>3.0</td></tr><tr><td>2025 Q1</td><td>2.7</td></tr><tr><td>2025 Q2</td><td>3.0</td></tr></tbody></table>	Quarter	VHD (Millions)	2024 Q2	3.0	2025 Q1	2.7	2025 Q2	3.0	Over one year ago	Over last quarter
		Quarter	VHD (Millions)								
		2024 Q2	3.0								
		2025 Q1	2.7								
2025 Q2	3.0										
-1.8%	9.6%										
Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 35 mph	Hours (Thousands) <table><thead><tr><th>Quarter</th><th>VHD (Thousands)</th></tr></thead><tbody><tr><td>2024 Q2</td><td>42</td></tr><tr><td>2025 Q1</td><td>41</td></tr><tr><td>2025 Q2</td><td>41</td></tr></tbody></table>	Quarter	VHD (Thousands)	2024 Q2	42	2025 Q1	41	2025 Q2	41	Over one year ago	Over last quarter
		Quarter	VHD (Thousands)								
		2024 Q2	42								
		2025 Q1	41								
2025 Q2	41										
-1.7%	0.2%										
Total Vehicle Hours of Delay (VHD) at 60 mph	Hours (Millions) <table><thead><tr><th>Quarter</th><th>VHD (Millions)</th></tr></thead><tbody><tr><td>2024 Q2</td><td>6.1</td></tr><tr><td>2025 Q1</td><td>5.6</td></tr><tr><td>2025 Q2</td><td>6.1</td></tr></tbody></table>	Quarter	VHD (Millions)	2024 Q2	6.1	2025 Q1	5.6	2025 Q2	6.1	Over one year ago	Over last quarter
		Quarter	VHD (Millions)								
		2024 Q2	6.1								
		2025 Q1	5.6								
2025 Q2	6.1										
-0.4%	7.5%										
Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 60 mph	Hours (Thousands) <table><thead><tr><th>Quarter</th><th>VHD (Thousands)</th></tr></thead><tbody><tr><td>2024 Q2</td><td>84</td></tr><tr><td>2025 Q1</td><td>85</td></tr><tr><td>2025 Q2</td><td>84</td></tr></tbody></table>	Quarter	VHD (Thousands)	2024 Q2	84	2025 Q1	85	2025 Q2	84	Over one year ago	Over last quarter
		Quarter	VHD (Thousands)								
		2024 Q2	84								
		2025 Q1	85								
2025 Q2	84										
-0.3%	-0.9%										

Measure	Graph	Percentage Change	
Average Vehicle Hours of Delay by Day of Week at 60 mph	Hours (Thousands) ■ 2024 Q2 ■ 2025 Q1 ■ 2025 Q2 Mon Tue Wed Thu Fri Sat Sun/Hol	Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter
		Tuesday -4.3% ↓	Tuesday -11.1% ↓
		Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter
		Thursday 2.8% ↑	Saturday 48.3% ↑
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Weekdays	Hours (Thousands) — Weekday (2024 Q2) — Weekday (2025 Q1) — Weekday (2025 Q2) 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 Hour of Day	Largest Magnitude Weekday Decrease over one year ago	Largest Magnitude Weekday Decrease over last quarter
		4 PM -4% ↓	8 AM -31.4% ↓
		Largest Magnitude Weekday Increase over one year ago	Largest Magnitude Weekday Increase over last quarter
		2 PM 12.1% ↑	3 PM 12.2% ↑
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Saturdays	Hours (Thousands) — Saturday (2024 Q2) — Saturday (2025 Q1) — Saturday (2025 Q2) 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 Hour of Day	Largest Magnitude Saturday Decrease over one year ago	Largest Magnitude Saturday Decrease over last quarter
		11 AM -8.3% ↓	6 AM -47.4% ↓
		Largest Magnitude Saturday Increase over one year ago	Largest Magnitude Saturday Increase over last quarter
		2 PM 8.8% ↑	3 PM 111.6% ↑
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Sundays/Holidays	Hours (Thousands) — Sunday/Holiday (2024 Q2) — Sunday/Holiday (2025 Q1) — Sunday/Holiday (2025 Q2) 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 Hour of Day	Largest Magnitude Sun./Holiday Decrease over one year ago	Largest Magnitude Sun./Holiday Decrease over last quarter
		4 PM -12.7% ↓	8 AM -78.6% ↓
		Largest Magnitude Sun./Holiday Increase over one year ago	Largest Magnitude Sun./Holiday Increase over last quarter
		10 PM 105.8% ↑	12 PM 180.5% ↑

Measure	Graph	Percentage Change																					
Total Vehicle Hours of Delay (VHD) by County at 35 mph	<table><thead><tr><th>County</th><th>2024 Q2</th><th>2025 Q1</th><th>2025 Q2</th></tr></thead><tbody><tr><td>San Diego</td><td>3.03</td><td>2.72</td><td>2.98</td></tr><tr><td>Other Counties</td><td>0</td><td>0</td><td>0</td></tr></tbody></table>	County	2024 Q2	2025 Q1	2025 Q2	San Diego	3.03	2.72	2.98	Other Counties	0	0	0	Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter								
		County	2024 Q2	2025 Q1	2025 Q2																		
		San Diego	3.03	2.72	2.98																		
		Other Counties	0	0	0																		
San Diego -1.8%	—																						
Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter																						
—	San Diego 9.6%																						
Average Non-Holiday Weekday Equivalent Lost Lane Mile Hours at 35 mph	<table><thead><tr><th>Category</th><th>2024 Q2</th><th>2025 Q1</th><th>2025 Q2</th></tr></thead><tbody><tr><td>AM Peak (6 AM to 10 AM)</td><td>32</td><td>42</td><td>30</td></tr><tr><td>Off-Peak Day (10 AM to 3 PM)</td><td>18</td><td>10</td><td>18</td></tr><tr><td>PM Peak (3 PM to 7 PM)</td><td>105</td><td>108</td><td>108</td></tr><tr><td>Off-Peak Night (7 PM to 6 AM)</td><td>5</td><td>2</td><td>3</td></tr></tbody></table>	Category	2024 Q2	2025 Q1	2025 Q2	AM Peak (6 AM to 10 AM)	32	42	30	Off-Peak Day (10 AM to 3 PM)	18	10	18	PM Peak (3 PM to 7 PM)	105	108	108	Off-Peak Night (7 PM to 6 AM)	5	2	3	Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter
		Category	2024 Q2	2025 Q1	2025 Q2																		
		AM Peak (6 AM to 10 AM)	32	42	30																		
		Off-Peak Day (10 AM to 3 PM)	18	10	18																		
PM Peak (3 PM to 7 PM)	105	108	108																				
Off-Peak Night (7 PM to 6 AM)	5	2	3																				
Off-Peak Night -57.7%	AM Peak -25.7%																						
Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter																						
PM Peak 3%	Off-Peak Night 51%																						
Average Number of Good and Bad Detectors	<table><thead><tr><th>Period</th><th>Average of Good</th><th>Average of Bad</th></tr></thead><tbody><tr><td>2024 Q2</td><td>2,604</td><td>1,549</td></tr><tr><td>2025 Q1</td><td>2,258</td><td>1,895</td></tr><tr><td>2025 Q2</td><td>2,370</td><td>1,783</td></tr></tbody></table>	Period	Average of Good	Average of Bad	2024 Q2	2,604	1,549	2025 Q1	2,258	1,895	2025 Q2	2,370	1,783	Change in Good over one year ago	Change in Good over last quarter								
		Period	Average of Good	Average of Bad																			
		2024 Q2	2,604	1,549																			
		2025 Q1	2,258	1,895																			
2025 Q2	2,370	1,783																					
-9%	5%																						
Change in Bad over one year ago	Change in Bad over last quarter																						
15%	-6%																						

Congestion by Route											
Route	County	Vehicle Hours of Delay at 35 mph			Difference 2025 Q2-2024 Q2		Difference 2025 Q2-2025 Q1		Rank		
		2024 Q2	2025 Q1	2025 Q2	Absolute	Percentage	Absolute	Percentage	2024 Q2	2025 Q1	2025 Q2
I5	San Diego	1,065,860	842,311	1,058,636	-7,224	-0.7%	216,325	25.7%	1	1	1
I15	San Diego	881,691	776,082	888,664	6,973	0.8%	112,582	14.5%	2	2	2
I805	San Diego	412,368	468,836	430,216	17,848	4.3%	-38,620	-8.2%	3	3	3
SR78	San Diego	192,861	204,323	191,940	-922	-0.5%	-12,383	-6.1%	4	4	4
I8	San Diego	123,796	123,170	118,324	-5,472	-4.4%	-4,847	-3.9%	6	5	5
SR56	San Diego	61,101	64,753	64,803	3,702	6.1%	50	0.1%	7	6	6
SR125	San Diego	56,797	55,989	56,797	0	0.0%	808	1.4%	8	8	7
SR52	San Diego	141,853	44,072	51,882	-89,971	-63.4%	7,809	17.7%	5	10	8
SR94	San Diego	24,955	56,927	43,717	18,761	75.2%	-13,210	-23.2%	10	7	9
SR163	San Diego	42,246	44,512	43,697	1,451	3.4%	-815	-1.8%	9	9	10
I905	San Diego	23,475	29,527	21,250	-2,225	-9.5%	-8,277	-28.0%	11	11	11
SR67	San Diego	3,744	6,276	6,859	3,115	83.2%	584	9.3%	12	12	12
SR11	San Diego	86	71	92	6	7.5%	21	29.4%	13	14	13
SR54	San Diego	0	0	0	0		0				
SR76	San Diego	0	124	0	0		-124	-100.0%		13	
TOTALS		3,030,833	2,716,972	2,976,876	-53,957	-1.8%	259,904	-0.03%			