# District 03 Mobility Performance Report

2017 Third Quarter

#### DEPARTMENT OF TRANSPORTATION

October 25, 2017 Office of Freeway Operations

#### **District 03 Mobility Performance Report**

2017 Third Quarter

### **EXECUTIVE SUMMARY**

#### **Overview**

Caltrans District 3 contains eleven counties that are located in northern California. Most of the congestion and delay takes place in the urbanized Sacramento, Yolo and Placer counties.

The Mobility Performance Report quarterly analysis compares information with the past year and the previous quarter using the following performance measures:

- Bottleneck Locations
- Vehicle Miles of Travel (VMT)
- Vehicle Hours of Delay (VHD)
- 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 Mobility Performance Report (MPR) presents congestion information for 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 3 Office of Freeway Operations input.

## **FINDINGS**

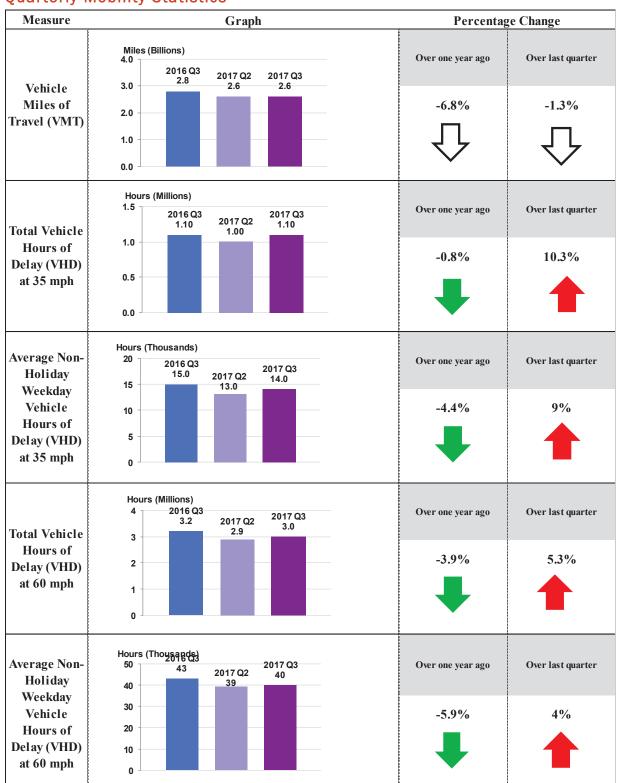
In the 2017 Third Quarter, total delay equaled 1.1 million vehicle hours of delay (VHD) at the 35 mph speed threshold, and 3.0 million VHD at the 60 mph threshold. The average weekday delay experienced in this quarter was approximately 14,000 VHD at 35 mph, and 40,000 VHD at 60 mph.

Fwy	Location	Shift	Abs PM	CA PM	# Days Active	Average Extent (Miles)	Total Delay (veh-hrs)	Total Duration (mins)
180-E	E of CR 105d	PM	76.69	4.501	55	3.83	39,691	5,905
US50-E	Stockton Blvd.	PM	6.35	R.711	60	1.97	35,287	7,445
SR51-N	SB Watt Ave.	PM	7.85	7.85	57	3.16	34,467	7,575
15-S	S Land Park Dr.	PM	512.07	16.78	63	2.12	30,224	8,995
SR70-E	North Beale Road	PM	20.13	13.5	36	4.14	26,259	4,190
I5-S	Vallejo Way	PM	517.09	21.8	55	2.43	25,739	4,590
SR99-S	EB Consumnes River	PM	290.64	16.198	54	2.05	23,682	8,975
SR51-N	North of A St.	PM	2.00	2	62	1.26	23,301	7,870
180-E	W of Webster UC	PM	77.89	5.704	40	4.33	21,639	2,930
SR51-S	EB Exposition BI.	PM	3.32	3.32	63	0.80	20,369	12,385

#### Top Ten Bottlenecks for 2017 Third Quarter

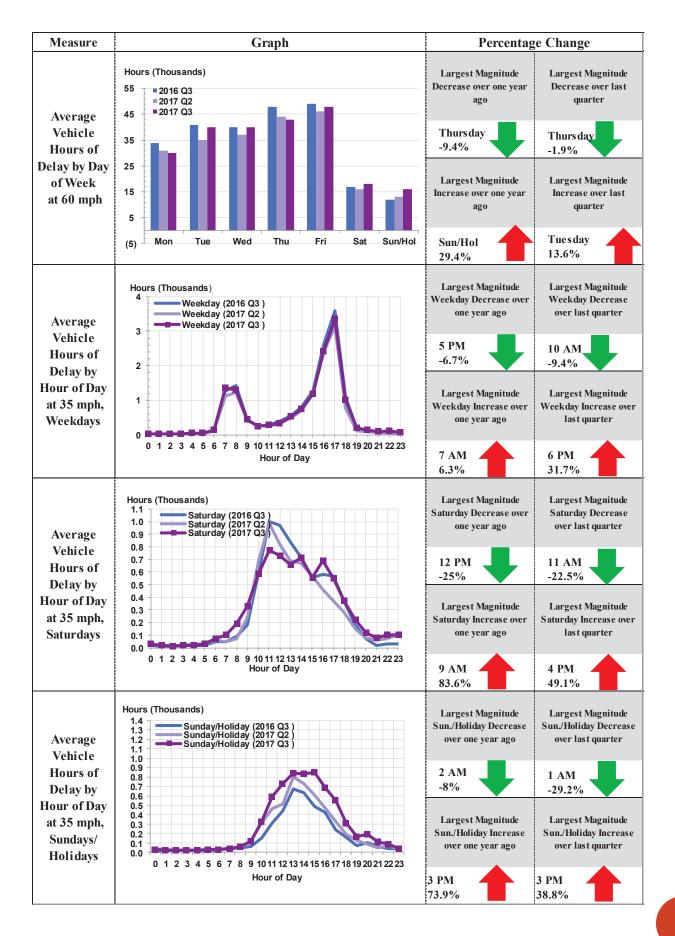
Note:

- 1. For the table above, the quarterly delay calculation was based upon a 60 mph threshold, for the a.m. or p.m. weekday peak period.
- Caltrans District 3, has plans to construct High Occupancy Vehicle (HOV) lanes on I-5, US-50, and SR-51 near downtown Sacramento. These projects are expected to reduce delay at nearby bottlenecks identified above. However, these HOV lane projects are funded for Plans Specifications and Estimate (PS&E) only; construction funds are not available at this time.



# **Quarterly Mobility Statistics**

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Note: As is identified by the detector health graph above, the District's detector health is generally improving. Caltrans has a Traffic Monitoring Station project (EA: 3F840) under construction to help improve detector health. Two other projects, in the programing phase, will cover locations that were missed by previous projects.

Congestion by Route												
		Vehicle Hours of Delay at 35 mph			Difference 2017 Q3-2016 Q3		Difference 2017 Q3-2017 Q2		Rank			
Route	County	2016 Q3	2017 Q2	2017 Q3	Absolute	Percentage	Absolute	Percentage	2016 Q3	2017 Q2	2017 Q3	
SR51	Sacramento	256,452	214,627	198,264	-58,188	-22.7%	-16,363	-7.6%	1	1	1	
180	Yolo	135,549	141,612	168,908	33,359	24.6%	27,296	19.3%	4	4	2	
US50	Sacramento	170,830	147,706	154,414	-16,416	-9.6%	6,708	4.5%	2	2	3	
15	Sacramento	120,751	139,650	150,418	29,667	24.6%	10,768	7.7%	5	5	4	
SR99	Sacramento	164,477	145,848	143,384	-21,093	-12.8%	-2,464	-1.7%	3	3	5	
US50	Yolo	50,429	37,276	62,216	11,787	23.4%	24,940	66.9%	6	6	6	
180	Placer	47,617	20,076	56,728	9,112	19.1%	36,652	182.6%	7	10	7	
SR65	Placer	16,130	33,198	36,713	20,583	127.6%	3,515	10.6%	11	8	8	
SR70	Yuba	47,039	35,416	33,402	-13,637	-29.0%	-2,014	-5.7%	8	7	9	
180	Sacramento	40,343	24,342	29,907	-10,436	-25.9%	5,564	22.9%	9	9	10	
US50	El Dorado	616	3,383	19,946	19,330	3139.0%	16,563	489.6%	15	15	11	
SR160	Sacramento	31,911	13,846	12,016	-19,895	-62.3%	-1,830	-13.2%	10	11	12	
180	Nevada	377	5,279	8,848	8,471	2247.5%	3,569	67.6%	17	13	13	
15	Yolo	2,216	4,132	3,401	1,185	53.5%	-731	-17.7%	14	14	14	
SR113	Yolo	2,471	12,468	2,193	-278	-11.3%	-10,275	-82.4%	13	12	15	
SR99	Butte	2,640	1,526	906	-1,734	-65.7%	-620	-40.6%	12	16	16	
SR267	Placer	0	0	153	153		153				17	
SR99	Sutter	614	4	24	-591	-96.2%	20	555.6%	16	17	18	
180	Sierra	0	1	0	0		-1	-100.0%		18		
SR12	Sacramento	0	0	0	0		0					
SR275	Yolo	0	0	0	0		0					
TOTALS		1,090,461	980,390	1,081,840	-8,622	-0.8%	101,450	10.3%	l			

SR-99 in Sutter County and US-50 in El Dorado County had the highest rate of increase in delay at 555.6% and 489.6%, when compared with the previous quarter. The increase in delay was caused by a repair of the detection system, which was brought back into operation after it was out of service for months. The repaired detection system recorded a significant increase in delay when compared with previous quarters. SR-113 in Yolo County had the greatest rate of decrease in delay at -82.4%, when compared with the previous quarter. The decrease in delay was due to a decrease in detector health. The increase in delay for Yolo US-50 was due to the Pioneer Bridge resurfacing project. This construction project is completed.

As identified by the congestion table above, there was a 10.3% increase in overall delay in comparison to the previous quarter although the VMT was 1.3% lower. The majority of this increased delay was on I-80 and US-50.

Based upon total delay by route, SR-51 has been continually the worst performing freeway in District 3 although congestion has improved by 22.7% over Q3 2016 and 7.6% over Q2 2017. The District continues to explore best possible ways to reduce the delay in the impacted areas.