District 11 Mobility Performance Report

2019 Second Quarter

DEPARTMENT OF TRANSPORTATION

July 25, 2019 : Carlos Mendoza

District 11 Mobility Performance Report

2019 Second 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

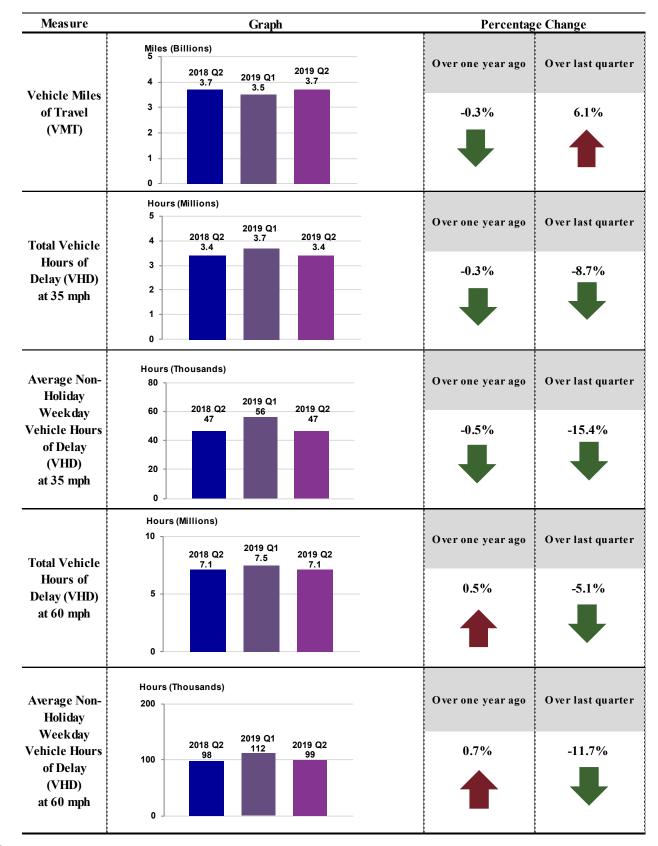
60 mph represents total congestion. These thresholds are set by Caltrans and are based upon engineering experience and District input.

FINDINGS

In the second quarter of 2019, the total delay equaled 3.4 million VHD at the 35mph speed threshold, and 7.1 million VHD at the 60mph threshold. The average weekday delay experienced in this quarter was approximately 47 thousand VHD at 35 mph, and 99 thousand VHD at 60 mph.

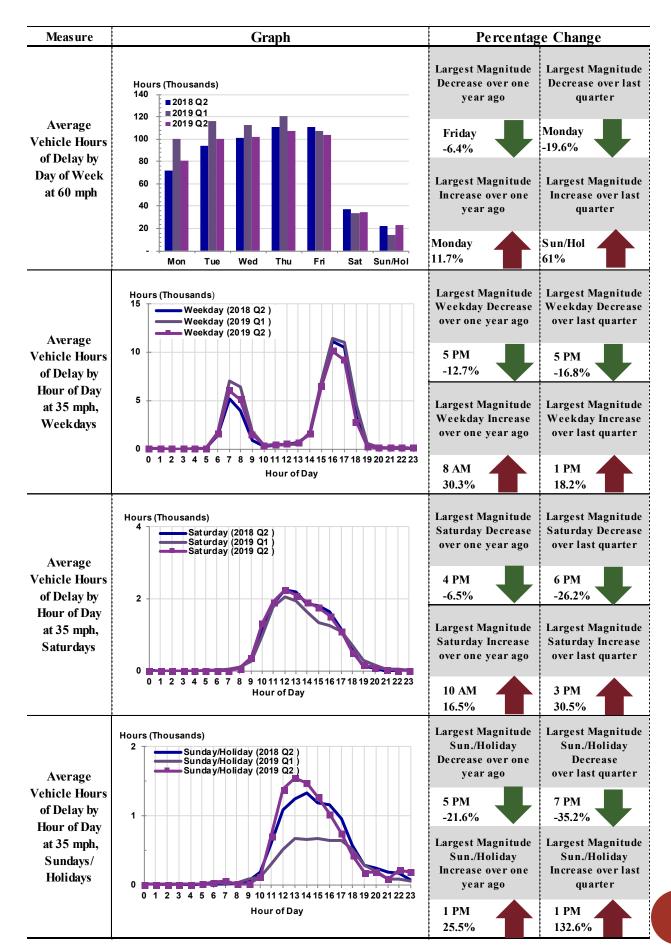
Fwy	Location	Shift	Abs PM	CA PM	# Days Active	Avg Extent (Miles)	Total Delay (veh-hrs)	Total Duration (mins)
15-N	5N Lomas Santa Fe EB	PM	37.26	R37.37	63	5.03	165,497.50	12,655.00
1805-S	805 SB @ 15	PM	14.70	14.852	61	7.38	151,239.60	6,885.00
1805-N	805 NB N-O 52	AM	23.50	23.65	64	3.51	138,175.80	13,120.00
1805-S	805 SB N-O 15	PM	15.17	15.321	61	7.53	103,456.70	4,190.00
15-S	5 S N-O VISTA VIEW	AM	39.06	R39.201	64	5.83	96,041.60	8,760.00
15-S	EB CLAIREMONT DR	PM	21.97	R22.082	56	7.48	80,793.90	4,380.00
15-S	5th Ave	PM	16.00	R16.11	64	2.52	80,709.80	9,665.00
I15-S	WB SR-274-BALBOA AVE	PM	9.37	R9.196	64	2.59	75,044.60	8,550.00
15-N	Cannon Rd	PM	48.00	R48.104	63	3.08	67,248.70	11,040.00
1805-N	At I?15	AM	14.70	14.85	63	3.00	63,408.20	7,175.00

Top Ten Bottlenecks for the Quarter 2



Quarterly Mobility Statistics

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Measure	Graph	Percentage Change			
Total Vehicle Hours of Delay (VHD) by County at 35 mph	Hours (Millions) 4 3.36 3.36 2018 Q2 2019 Q1 2019 Q2 1 0		Largest Magnitude Decrease over last quarter San Diego -8.7% Largest Magnitude Increase over last quarter		
	San Diego	_	_		
Average Non- Holiday Weekday Equivalent Lost Lane Mile Hours at 35 mph	Miles 120 2018 Q2 2019 Q1 2019 Q2 60 40 20 40 20 40 40 40 40 40 40 40 40 40 4	-8.3% Largest Magnitude Increase over one year ago AM Peak	Largest Magnitude Decrease over last quarter PM Peak -14.5% Largest Magnitude Increase over last quarter Off-Peak Day 2.3%		
Auprage	Number of Detectors 5,000 Average of Good Average of Bad 518 575 571	Change in Good over one year ago	Change in Good over last quarter		
Average Number of Good and Bad Detectors	2,500 - 3,799 3,734 3,738	-2% Change in Bad over one year ago	0.1% Change in Bad ove last quarter		
	0 2018 Q2 2019 Q1 2019 Q2	10%	-1%		

Congestion by Route											
	Vehicle Hours of Delay at 35 mph			Difference 2019 Q2-2018 Q2		Difference 2019 Q2-2019 Q1		Rank			
Route	County	2018 Q2	2019 Q1	2019 Q2	Absolute	Percentage	Absolute	Percentage	2018 Q2	2019 Q1	2019 Q2
15	San Diego	1,242,539	1,235,695	1,208,222	-34,317	-2.8%	-27,473	-2.2%	1	1	1
I15	San Diego	575,608	685,469	645,955	70,347	12.2%	-39,515	-5.8%	3	3	2
I805	San Diego	595,196	708,608	604,900	9,705	1.6%	-103,707	-14.6%	2	2	3
SR78	San Diego	224,365	256,698	223,334	-1,030	-0.5%	-33,364	-13.0%	4	4	4
SR125	San Diego	162,628	204,299	170,862	8,234	5.1%	-33,437	-16.4%	6	5	5
I8	San Diego	171,485	190,661	153,902	-17,583	-10.3%	-36,759	-19.3%	5	6	6
SR163	San Diego	140,540	119,802	129,276	-11,264	-8.0%	9,473	7.9%	7	7	7
SR52	San Diego	113,304	99,917	86,631	-26,673	-23.5%	-13,286	-13.3%	8	8	8
SR94	San Diego	64,736	82,203	60,768	-3,968	-6.1%	-21,436	-26.1%	9	9	9
SR56	San Diego	62,011	74,365	59,542	-2,470	-4.0%	-14,824	-19.9%	10	10	10
SR76	San Diego	5,808	4,266	3,642	-2,166	-37.3%	-624	-14.6%	11	12	11
1905	San Diego	4,001	7,128	3,573	-428	-10.7%	-3,555	-49.9%	12	11	12
SR54	San Diego	1,309	3,783	2,008	699	53.4%	-1,775	-46.9%	13	13	13
SR67	San Diego	134	1,415	698	564	421.9%	-717	-50.7%	14	14	14
TC	DTALS	3,363,663	3,674,311	3,353,313	-10,350	-0.3%	-320,998	-8.7%			