# District 05 Mobility Performance Report

2020 First Quarter

DEPARTMENT OF TRANSPORTATION

April 28, 2020 : Nicholas Zangl

#### 2020 First Quarter

#### **EXECUTIVE SUMMARY**

#### **Overview**

Caltrans District 5 contains five counties located along the central coast of California: Santa Barbara, San Luis Obispo, Monterey, Santa Cruz and San Benito Counties. All counties are in urban settings within city limits and rural settings outside city limits. Santa Cruz and Santa Barbara are the top two most congested counties in the 1<sup>st</sup> quarter.

The Mobility Performance quarterly analysis compares information with over a year ago and over last quarter in the following performance measures:

- 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 all congestion, both light and heavy. These thresholds are set by Caltrans and are based upon engineering experience and District input.

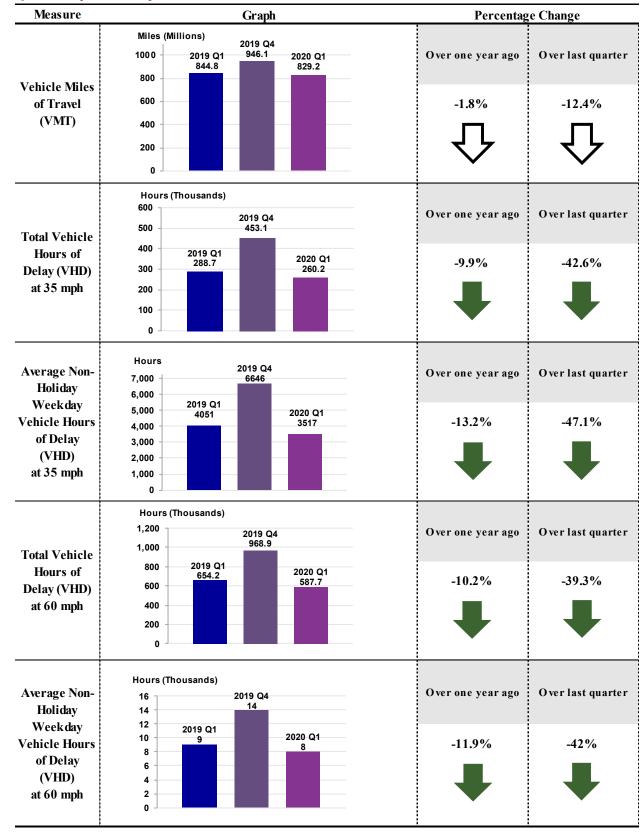
### FINDINGS

In the first quarter, total delay equaled 260,200 vehicle hours of delay (VHD) at the 35 mph speed threshold, and 587,700 VHD at the 60 mph threshold. The average weekday delay experienced in this quarter was approximately 3,517 thousand VHD at 35 mph, and 8,000 thousand VHD at 60 mph.

## Top Ten Bottlenecks for Quarter 1

County	Fwy	Location	Туре	Shift	Abs PM	CA PM	# Days Active	Avg Extent (Miles)	Total Delay (veh-hrs)	Total Duration (mins)
SCR	SR1-S	BAY AVE - PORTER ST AT HWY 1 SB	ML	PM	364.577	13.279	50	1.18	13126.1	10480
MON	SR1-N	CANYON DEL REY BLVD AT HWY 1 NB	ML	PM	330.075	79.54	47	2.58936	10487	4820
SCR	SR1-N	PARK AVE AT HWY 1 SB VDS MLNB NB	ML	AM	363.679	12.338	45	3.28	9342	4495
SCR	SR1-N	BAY AVE - PORTER ST AT HWY 1 NB	ML	PM	364.373	13.032	50	0.5	7203.3	10735
SB	US101-N	CASSITAS PASS RD 101 NB VDS MLNB	ML	AM	85.408	2.485	32	1.95	4494.3	2300
SCR	SR1-N	RIO DEL MAR BLVD AT HWY 1 SB VDS	ML	AM	360.894	9.553	46	2.71522	4212.1	2680
SB	US101-S	CABRILLO BLVD SB 101 PM 94.57 VD	ML	PM	94.55	11.662	62	0.3	3939.3	13595
SBT	SR156-E	WEST OF MITCHELL RD ON HWY 156 W	ML	PM	13.287	6.918	57	2.41053	3245.3	9070
SCR	SR1-S	700' N of 001 NB Overcrossing	ML	AM	368.508	17.21	35	5.77714	2883.3	1690
MON	SR1-S	SOUTH OF FREMONT BLVD AT HWY 1 N	ML	AM	330.929	80.46	46	2.70435	2865.6	3535

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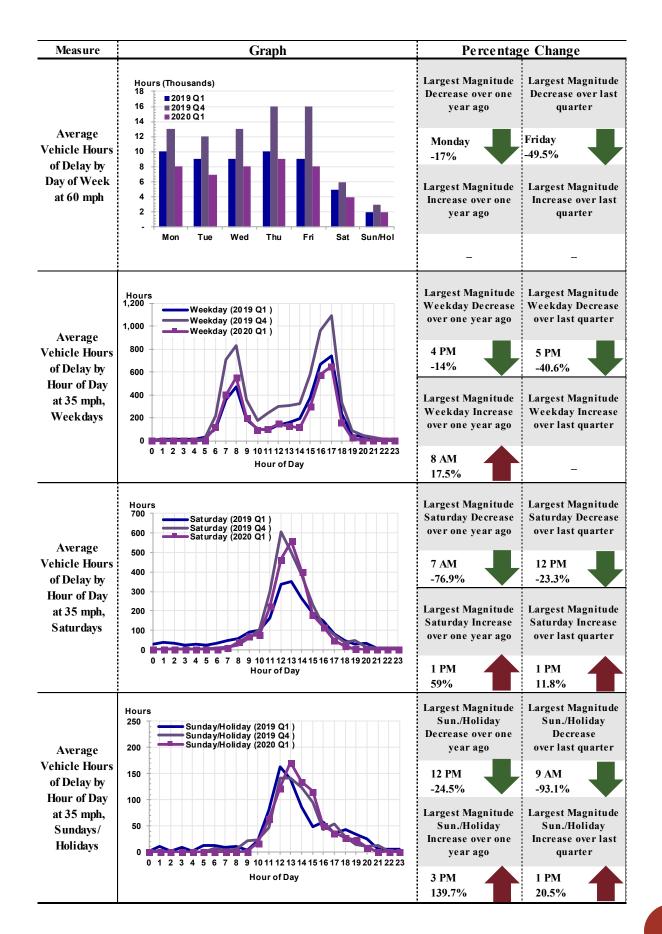


#### **Quarterly Mobility Statistics**

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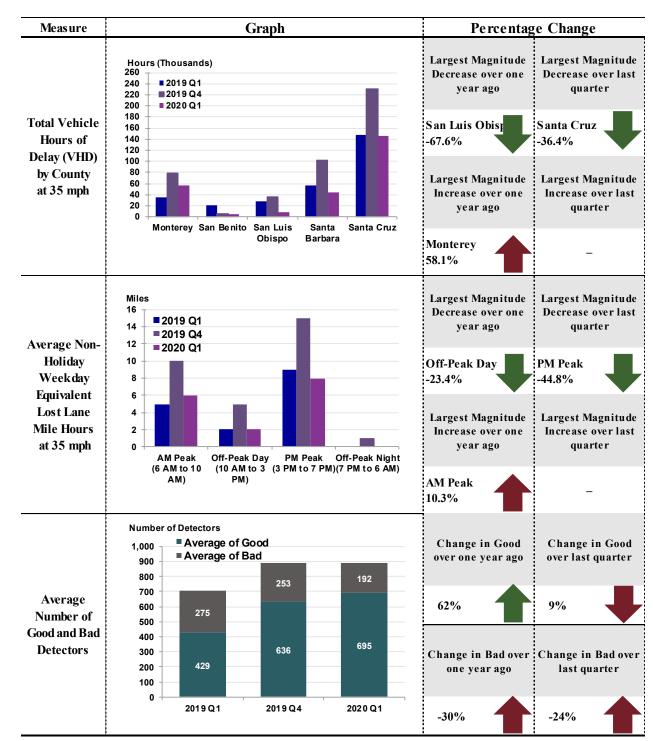
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Congestion by Route												
		Vehicle Hours of Delay at 35 mph				erence 1-2019 Q1	Difference 2020 Q1-2019 Q4		Rank			
Route	County	2019 Q1	2019 Q4	2020 Q1	Absolute	Percentage	Absolute	Percentage	2019 Q1	2019 Q4	2020 Q1	
SR1	Santa Cruz	125,771	197,966	129,394	3,623	2.9%	-68,572	-34.6%	1	1	1	
US101	Santa Barbara	56,039	101,355	44,473	-11,566	-20.6%	-56,882	-56.1%	2	2	2	
SR1	Monterey	32,143	50,635	36,858	4,716	14.7%	-13,777	-27.2%	3	3	3	
SR17	Santa Cruz	22,797	32,082	17,006	-5,790	-25.4%	-15,076	-47.0%	5	5	4	
SR68	Monterey	0	18,090	12,808	12,808		-5,283	-29.2%		6	5	
US101	Monterey	3,243	11,022	6,270	3,027	93.3%	-4,753	-43.1%	7	7	7	
SR156	San Benito	311	5,829	4,385	4,074	1311.2%	-1,444	-24.8%	8	8	8	
SR25	San Benito	20,501	0	0	-20,501	-100.0%	0		6			
TOTALS		288,651	453,065	260,204	- <b>28,44</b> 7	-9.9%	-192,861	-42.6%				

In previous quarters, the two detectors on SR25 were included in District 5 data but located in Santa Clara County in District 4. As of 2019 Q4, detection on SR25 was transferred from District 5 to District 4 in PeMS, eliminating the need for reconciliation of those two detectors moving forward. SR25 congestion will be part of the table above for the remainder of 2020 until the one year prior data is equal to the current quarter showing 0 congestion due to the detectors no longer existing in District 5.

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