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 1st 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.

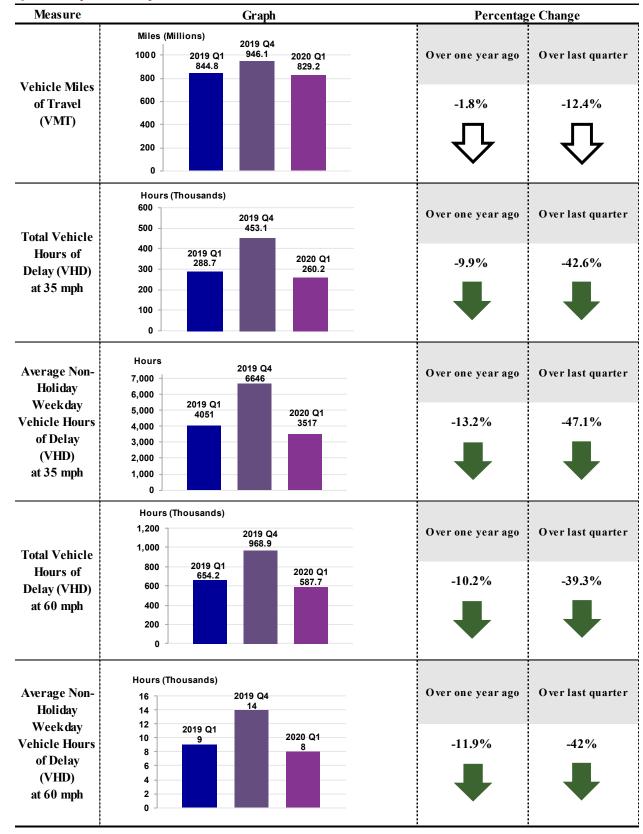
FINDINGS

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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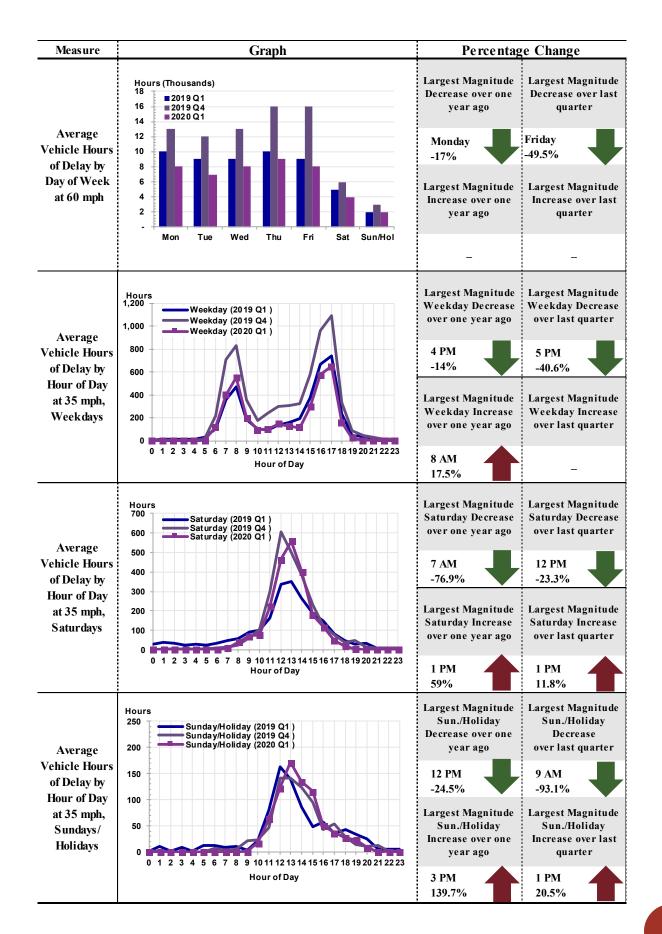


Quarterly Mobility Statistics

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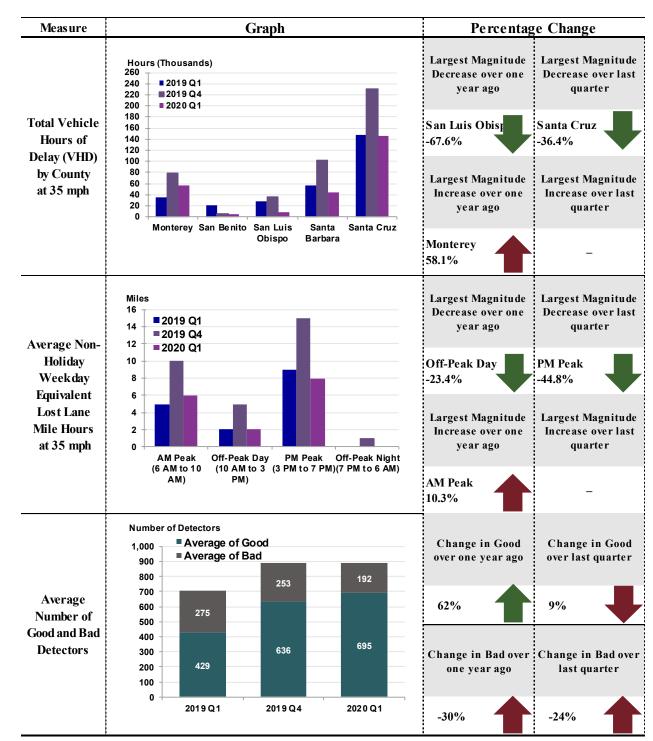
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| Congestion by Route | | | | | | | | | | | | |
|---------------------|---------------|-------------------------------------|---------|---------|------------------|---------------------|-------------------------------|------------|---------|---------|---------|--|
| | | 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 | - 28,44 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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