# District 04 Mobility Performance Report

2021 2nd Quarter

#### **DEPARTMENT OF TRANSPORTATION**

August 9, 2021 District 4-Office of Highway Operations

### **ABBREVIATIONS**

Abs	Absolute
Avg	Average
CA	California
СО	County
MPR	Mobility Performance Report
PeMS	Performance Measurement System
PM	Postmile
Q	Quarter



#### **District 04 Mobility Performance Report**

2021 2nd Quarter

#### **EXECUTIVE SUMMARY**

#### Overview

Caltrans District 4 is comprised of nine counties that border the San Francisco Bay: Alameda (ALA), Contra Costa (CC), Marin (MRN), Napa (NAP), San Francisco (SF), San Mateo (SM), Santa Clara (SCL), Solano (SOL), and Sonoma (SON) Counties. Although these are urban counties, they do contain a large amount of sparsely populated land.

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

- Vehicle Miles of Travel (VMT)
- Vehicle Hours of Delay (VHD)
- Lost Lane Miles (equivalent lost productivity)
- o 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

Statewide Shelter-In-Place (SIP) took effect on March 19, 2020, the last few weeks of Q1 2020. The full effect of the COVID-19 Pandemic on traffic wasn't seen until Q2 2020. A full year and three months has passed since SIP took effect. To combat the pandemic, vaccinations are being administered to all eligible individuals based on state guidelines. On June 15<sup>th</sup>, 2021, California State Governor Gavin Newsom announced the reopening of California, though we may not see the reopening impact until the next quarter. There was a 38.6% increase in VMT compared to the same quarter a year ago, with VMT increasing from 5.2 billion in Q2 2020 to 7.2 billion in Q2 2021. In the second quarter, we see an increase of 15.8% (983 million) in VMT from the previous quarter's VMT of 6.2 billion.

Increases is not only seen in VMT, but also VHD. Compared to the same quarter the year before, there was a 215.7% increase from 1.3 million to 4.2 million in the 35 mph total quarterly delay, and a 165.4% increase from 4 million to 10.6 million VHD in the 60 mph total quarterly delay.

The average weekday delay in this quarter has increased compared to the year before. Last year, during the same quarter, there was a delay of 19 thousand VHD at 35 mph, and 60 thousand VHD at 60 mph. Whereas this quarter, there was a delay of 57 thousand VHD at 35 mph, and 147 thousand VHD at 60 mph. Friday was the most congested day of the week in Q2 similarly to the same quarter a year ago and the previous quarter. Friday had the largest magnitude increase of 113 thousand which was a 162.6% increase from the same quarter last year. Thursday had the largest magnitude increase of 46 thousand (42%) compared to last quarter.

Looking at the Average VHD at 35 mph by hour of the day for weekdays, there was a significant increase in the AM commute period congestion compared to last year. The largest magnitude change compared to the same quarter a year ago occurred at 8 AM with a increase of 445%. The largest magnitude weekday decrease over last quarter occurred at 5 AM with a decrease of -5.9%. For the PM hours, the largest magnitude increase of 230.2% occurred at 5 PM compared to the same quarter. The PM commute period had increased compared to the previous

quarter where the average VHD during the PM peak hour of 4 PM increased to 11,500 thousand VHD from 7,700 thousand VHD the quarter before. The largest single hour decrease on Saturday compared to a year ago occurred at 4 AM of -13.7%, over last quarter occurred at 2 AM of - 33.9%. The largest single hour increase on Saturday compared to a year ago occurred at 12 PM of 394%, and over last quarter an increase of 158.8% occurred at 2 PM. As for the Sunday/Holidays, the largest magnitude decrease over a year ago is -0.2% at 8 AM, and over last quarter -38.9% at 8 AM. The largest magnitude increase over a year ago is 362.8% at 5PM, over last quarter occurred at 1 PM of 194.5%.

Although California is fully opened now, the Governor did not declare the full reopening until Jun 15<sup>th</sup>, so the full effect of the reopening was not seen in this quarterly report. All nine counties have shown an increase in vehicle hours of delay compared to last quarter and the year before.

Alameda County with 1,760,000 vehicle hours of total delay at 35 mph during the second quarter was the most congested county in the District. Santa Clara County with 713,000 vehicle hours of total delay at 35 mph was the second most congested county in the District. Contra Costa County with 676,000 vehicle hours of total delay at 35 mph was the third most congested county in the District. Alameda County experienced the largest magnitude increase of 351.2% over compared to the same quarter last year, and the largest magnitude increase of 77.9% compared to last quarter.

From the Top 10 Bottlenecks for the 2<sup>nd</sup> Quarter, nine bottleneck locations occurred during the PM, and one bottleneck location occurred in the AM period. The top three locations are as follows:

- CC I80 Eastbound at Pinole Valley Rd during PM period (Rank 1, previously ranked 7 in Q1 2021): 131,900 vehicle hours of delay
- ALA I80 Eastbound at Gilman St during PM period (Rank 2, previously ranked 1 in Q1 2021): 119,100 vehicle hours of delay
- SCL US101 Southbound at Burnett Ave during PM period (Rank 3, previously ranked 3 in Q1 2021): 117,200 vehicle hours of delay

This quarter, there are eight locations that have resurfaced from last quarter's top 10 bottleneck list. Rank 1 (previously Rank 7 in Q1 2021), ALA I80 Eastbound at Pinole Valley Rd increased 210% from 42,600 to 131,900 VHD. Rank 2 (previously Rank 1 in Q1 2021), ALA I80 Eastbound at Gilman St increased 34% from 88,700 to 119,100 VHD. Rank 3 (previously Rank 3 in Q1 2021), SCL US101 Southbound at Burnett Ave increased 111% from 55,600 to 117,200 VHD. Rank 4 (previously Rank 4 in Q1 2021), SON US101 Northbound at E Washington St increased 103% from 53,300 to 108,100 VHD. Rank 5 (previously Rank 2 in Q1 2021), ALA I580 Eastbound at 4000' E of Greenville Rd increased 29% from 63,000 to 81,100 VHD. Rank 6 (previously Rank 8 in Q1 2021), CC I680 Northbound at Buskirk Ave increased 66% from 39,800 to 66,100 VHD. Rank 7 (previously Rank 10 in Q1 2021), ALA SR24 Eastbound at Broadway increased 72% from 36,800 to 63,400 VHD. Rank 8 (previously Rank 5 in Q1 2021), SOL SR12 Eastbound at Red Top Rd-Rte 4 increased 31% from 48,200 to 63,000 VHD.

The remaining bottleneck locations are as follows:

- CC SR4 Westbound at 2500' W of Bailey Rd during AM period (Rank 9): Was ranked 21 last quarter.
- ALA I80 Westbound at Powell St during PM period (Rank 10): Was ranked 16 last quarter.

The activity across our counties during this second quarter were seen to have increases in delays at most locations. On the Congestion by Route table, 32 out of the 50 Route Counties listed had increases in congestion compared to a quarter ago.

Regarding vehicle detector health, there was a -0.3% decrease in the number of good working detector and 3% increase in the number of bad detectors over last quarter that are no longer able to capture the congestion.

An issue with the PeMS assigned length per VDS affected 55 out of 108 VDSs on NB 101 between postmile 0.21 to 21.23 in Sonoma County from 4/1/2021 to 6/24/2021. The affected VDSs had an average PeMS assigned length of 2.52 miles versus 0.40 miles for the Average Calculated VDS length for the same section. The adjustments to VMT and VHD were only made to correct the Sonoma 101 freeway totals, Sonoma County totals, and District total.

Rank	County	Fwy	Approximate Location	Shift	Abs PM	CA PM	Avg Extent (miles)	Total Delay (veh-hrs)	Total Duration (mins)	# of active days	Latitude	Longitude
1	Contra Costa	180-E	Pinole Valley Rd	PM	21.9	8.59	4.8	131,900	9,800	60	37.99801	-122.28511
2	Alameda	180-E	Gilman St	PM	12.0	6.64	3.9	119,100	6,000	64	37.87816	-122.30721
3	Santa Clara	US101-S	Burnett Ave	PM	368.1	R18.8	4.2	117,200	13,700	64	37.16338	-121.66442
4	Sonoma	US101-N	E Washington St	PM	472.5	4.95	5.9	108,100	11,000	63	38.23555	-122.61894
5	Alameda	I580-E	4000' E of Greenville Rd	PM	23.6	R7.55	3.9	81,100	6,900	61	37.72043	-121.68748
6	Contra Costa	1680-N	Buskirk Ave	PM	48.3	16.8	3.5	66,100	6,000	63	37.93261	-122.06009
7	Alameda	SR24-E	Broadway	PM	3.8	5.63	3.1	63,400	12,600	64	37.85316	-122.22165
8	Solano	SR12-E	Red Top Rd Rte 4	PM	38.6	2.41	3.7	63,000	12,800	64	38.20766	-122.15707
9	Contra Costa	SR4-W	2500' W of Bailey Rd	AM	19.1	19.39	2.5	62,200	8,700	63	38.02093	-121.95461
10	Alameda	180-W	Powell St	PM	9.2	3.9	2.1	57,700	13,100	64	37.83967	-122.29700

## Top Ten Bottlenecks for the 2021 2nd Quarter:



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Unit    Unit    Difference    Difference    Difference    Difference    Paralle    Perenteg    Paralle    Paralle <th colspan="11">Congestion by Route</th>	Congestion by Route											
Notion    County    Audo UZ    Zuro UX         US1010000000000000000000000000000			Vehicle Hours of Delay at 35 mph			Diffe 2021 Q2	rence 2-2020 Q2	Difference 2021 Q2-2021 Q1		Rank		
BB0    Alameda    200.316    368,797    976.029    377,713    198%    212,023    577.6    1    1      BB0    Alameda    65.524    225,008    445.642    390,117    5955    198,544    777.6    6    2    3      B10    Sciano    51.994    225,944    428.502    214.853    277.5    202,558    9056.    4    6    3    5    17    16    10    9    9    7    10    18    11    11    12    10    10    11 <t< th=""><th>Route</th><th>County</th><th>2020 Q2</th><th>2021 Q1</th><th>2021 Q2</th><th>Absolute</th><th>Percentage</th><th>Absolute</th><th>Percentage</th><th>2020 Q2</th><th>2021 Q1</th><th>2021 Q2</th></t<>	Route	County	2020 Q2	2021 Q1	2021 Q2	Absolute	Percentage	Absolute	Percentage	2020 Q2	2021 Q1	2021 Q2
BB0    Alamedia    75.039    248.643    443.612    388.573    516%    21.970    66%    5    3    2      US101    Santa Clara    113.649    222.944    445.042    309.117    505%    155.64    77%    6    2    3      B80    Contra Costa    29.76    110.411    115.503    166.754    555%    55.219    77%    15    5    6    5    6    6    7    8    7    8    7    8    7    8    7    8    7    8    7    8    7    8    7    8    7    8    7    8    7    8    7    8    7    8    8    7	1580	Alameda	200,316	365,797	576,029	375,713	188%	210,233	57%	1	1	1
B0    Alamedia    65.624    257,086    445.642    390.117    5965    198,644    77%    6    2    3      US101    Santa Costa    23.876    1110.411    195.803    166,754    55578    55,519    77%    15    7    5      B0    Solution    51.309    183.394    187.295    33.899    2218    23.835    91%    7    8    7      B80    Contra Costa    24.973    75,707    128.300    103.321    414%    52.933    69%    11    10    8    8    7    86.651    7.041    161%    36.222    51%    10    9    9    11    12    10    8    53.87    29.878    27.912    45%    22    11    11    10    11    10    10    9    9    15    13    13    13    13    13    13    13    13    13    13    13    13    13    13    14	1880	Alameda	75,039	248,643	463,612	388,573	518%	214,970	86%	5	3	2
US101    Santa Clara    113.649    225.944    428.92    314.853    277%    202.558    90%    4 <th< td=""><td>180</td><td>Alameda</td><td>65,524</td><td>257,098</td><td>455,642</td><td>390,117</td><td>595%</td><td>198,544</td><td>77%</td><td>6</td><td>2</td><td>3</td></th<>	180	Alameda	65,524	257,098	455,642	390,117	595%	198,544	77%	6	2	3
B0    Contra Costa    29,876    110,411    196,830    165,764    555%    25,229    77%    15    7    5      B0    Solution    51,500    103,320    414%    52,255    15%    9    5    6      B0    Contra Costa    40,325    75,944    114,566    70,741    161%    38,622    51%    10    9    9      B10    Contra Costa    43,825    75,944    114,566    70,059    74%    72,121    45%    26    11	US101	Santa Clara	113,649	225,944	428,502	314,853	277%	202,558	90%	4	4	4
B0    Solano    51,950    113,334    117,750    135,809    261%    23,825    11%    9    5    6      SN4    Contra Costa    24,979    75,707    128,300    103,321    1172%    78,335    91%    7    10    8      SR12    Solano    43,825    75,944    114,566    70,741    161%    38,622    51%    10    9    9      US101    Sonoma    38,702    56,866    113,024    74,323    112%    74,448    93%    11    12    10      US101    Marin    14,124    13,608    65,807    72,466    63,979    33%    20,978    39%    3    13    13    13    13    13    13    13    13    13    13    13    14    14,953    44,965    120%    20%    22    12    16    16    16    17    14    14,553    44,17    14    15    16    13    13    <	180	Contra Costa	29,876	110,411	195,630	165,754	555%	85,219	77%	15	7	5
SR4    Contra Costa    2.9.79    75.707    128.300    112%    78.353    91%    7    8    77    10    8      BR0    Contro Costa    4.3.825    77.944    114.966    70.741    1014%    52.533    69%    11    12    10      SR12    Alameda    10.582    61.739    69.651    70.69    77.945    7.712    45%    2.2    2.5    11	180	Solano	51,950	163,934	187,759	135,809	261%	23,825	15%	9	5	6
B680    Contra Costa    24,979    75,707    128,300    41.38,91    52,693    09%    17    10    9    9      US101    Sonoma    38,702    58,868    113,024    74,323    192%    54,488    93%    11    12    10      SR92    Alameda    10,562    61,739    89,661    79,059    740%    27,712    536%    22    22    25    12      SR24    Alameda    15,361    33,120    77,864    62,523    407%    44,765    139%    21    17    14      SR24    Alameda    15,554    23,720    72,965    64,411    753%    40,245    209%    28    19    15      US101    San Mateo    37,765    47,689    69,324    31,599    44,475    138%    61    17    14    45%    13    16    17    72    16    15    168    110,791    42,84    13,161    17    16    16    17 </td <td>SR4</td> <td>Contra Costa</td> <td>60,522</td> <td>86,480</td> <td>164,832</td> <td>104,310</td> <td>172%</td> <td>78,353</td> <td>91%</td> <td>7</td> <td>8</td> <td>7</td>	SR4	Contra Costa	60,522	86,480	164,832	104,310	172%	78,353	91%	7	8	7
SR12    Solano    43,825    75,944    114,566    70,741    161%    38,622    61%    10    9    9      US101    Sonoma    38,702    58,868    113,024    74,323    192%    54,438    93%    11    12    10      US101    Marin    14,124    13,686    86,580    72,466    513%    72,972    538%    22    25    12      SR24    Alameda    15,561    33,120    77,884    62,523    407%    44,765    139%    21    11    11    14      SR11    San Mateo    37,765    47,689    68,324    31,559    44%    12    15    16    16    58,22    208%    12    16    16    16    58,22    Contra Costa    31,163    147,623    67,314    30,502    116%    19,791    20    22    21    18    1200    Santa Clara    33,959    29,724    128%    23    20    22    18 <td< td=""><td>1680</td><td>Contra Costa</td><td>24,979</td><td>75,707</td><td>128,300</td><td>103,321</td><td>414%</td><td>52,593</td><td>69%</td><td>17</td><td>10</td><td>8</td></td<>	1680	Contra Costa	24,979	75,707	128,300	103,321	414%	52,593	69%	17	10	8
US101    Sonoma    38,702    56,586    113,024    74,323    192%    54,438    93%    11    12    10      US101    Marin    14,124    13,608    86,580    72,456    513%    72,972    538%    22    25    12      SR24    Alarmeda    15,564    33,102    77,864    62,523    407%    44,765    138%    21    17    14      SR24    Alarmeda    15,554    23,720    72,955    64,411    753%    42,962    12    15    16      SR242    Contra Costa    31,163    47,523    67,314    36,152    110%    19,701    42%    13    16    17      SR243    Alarneda    9,526    19,179    60,869    51,344    536%    41,691    22,17%    27    23    18      SR20    Contra Costa    5,973    17,690    63,621    13,09%    41,691    22,22    13    16,600    24,212    126    23	SR12	Solano	43,825	75,944	114,566	70,741	161%	38,622	51%	10	9	9
SR92  Alameda  10.502  61.739  89.651  79.059  74.95%  27.972  54.95%  22  225  11  11    US101  Marin  14.124  13.060  86.560  72.466  5138*  72.972  55.95%  22  225  12    SR24  Alameda  15.361  33.120  77.884  62.523  40.75%  44.765  135%  21  17  14    SR101  Santa Clara  31.559  47.689  69.324  31.559  84%  21.085  12  15  16    SR242  Contra Costa  31.163  47.523  67.314  36.152  116%  19.791  42%  13  16  17    SR28  Alameda  9.565  61.1179  60.669  51.344  53.954  41.691  21.77%  23  18    1280  Contra Costa  5.973  17.680  41.805  35.831  60.0%  24.124  136%  29  24  21  21  16  39%  26.560  19.7%  20  26  22  21	US101	Sonoma	38,702	58,586	113,024	74,323	192%	54,438	93%	11	12	10
US101    Marin    14,124    13,608    86,500    72,476    513%    72,972    538%    22    25    12      SR24    Alarneda    15,361    33,120    77,884    62,523    407%    44,765    135%    21    17    14      SR17    Santa Clara    8,564    23,720    72,965    64,411    753%    49,245    135%    12    15    16      SR242    Contra Costa    31,163    47,523    67,314    36,152    116%    19,791    42%    13    16    17      SR248    Alameda    9,526    19,179    60,690    51,344    136%    25,522    87%    33    18    19      SR36    Contra Costa    5,973    17,680    41,805    36,831    600%    24,124    136%    29    24    20      I880    Santa Clara    11,265    22,481    28,121    16,804    197%    30    32    24    58      SR42	SR92	Alameda	10,592	61,739	89,651	79,059	746%	27,912	45%	26	11	11
SR24    Contra Costa    117,444    57,486    78,466    (38,979)    -33%    20,978    36%    3    13      SR24    Allameda    15,361    33,102    77,884    62,523    447,65    135%    21    17    14      SR17    Santa Clara    8,554    23,720    72,965    64,411    753%    49,245    208%    28    19    15      RS78    Santa Clara    0,576    11,618    47,523    67,314    36,359    41,897    14    66,411    17,796    27    23    18      I280    Santa Clara    5,5641    22,044    52,714    (5,216)    -9%    28,271    12,89%    8    21    20      I580    Contra Costa    5,73    17,680    41,805    36,831    60,00%    24,124    136%    28    22    22    23    16,823    16,823    16,823    16,823    16,823    16,823    16,823    16,823    117,95    26,559    197%	US101	Marin	14,124	13,608	86,580	72,456	513%	72,972	536%	22	25	12
SR24  Alameda  15,361  33,120  77,884  62,523  407%  44,765  135%  21  17  14    SR17  Sarn Mateo  37,765  47,689  69,324  31,559  84%  21,635  44%  12  15    US101  San Mateo  37,765  47,689  69,324  31,559  84%  21,635  45%  12  15  16    SR242  Contra Costa  31,163  47,523  67,314  36,152  116%  19,791  42%  13  16  17    SR283  Alameda  3,959  29,785  55,607  51,648  1306%  25,822  87%  33  18  19    SR85  Santa Clara  3,959  20,776  10,760  41,805  35,831  600%  24,124  1136%  29,242  21  20  28  22  26  22  26  20  23  26  20  23  26  20  23  26  20  23  26  20  23  26  22  22  26  28 <td>SR24</td> <td>Contra Costa</td> <td>117,444</td> <td>57,488</td> <td>78,466</td> <td>(38,979)</td> <td>-33%</td> <td>20,978</td> <td>36%</td> <td>3</td> <td>13</td> <td>13</td>	SR24	Contra Costa	117,444	57,488	78,466	(38,979)	-33%	20,978	36%	3	13	13
SR17    Santa Clara    8,554    23,720    72,965    64,411    753%    49,245    208%    28    19    15      US101    San Mateo    37,765    47,689    69,324    31,652    116%    19,791    42%    13    16    17      SR242    Contra Costa    31,163    47,523    67,314    35,959    21,635    44%    13    16    17      SR285    Santa Clara    35,641    22,004    50,274    (5,216)    -9%    28,271    128%    8    21    20      I680    Cantra Costa    5,973    17,680    41,805    35,831    600%    24,124    139%    20    26    22    23      I680    Santa Clara    14,265    22,481    28,131    16,867    150%    56.50    22%    22    22    26    22    23    13    30    32    24    27    25      I680    Santa Clara    14,262    19,754    6,733<	SR24	Alameda	15,361	33,120	77,884	62,523	407%	44,765	135%	21	17	14
US101    San Mateo    37,765    47,689    69,324    31,599    84%    21,635    44%    12    15    16      SR242    Contra Costa    31,163    47,523    67,314    36,152    116%    19,791    427%    22    13    16    17      SR238    Alameda    9,526    19,79    60,809    51,344    539%    25,822    87%    33    18    19      SR85    Santa Clara    55,671    17,680    41,805    35,831    600%    24,121    1136%    29    24    21      I680    Contra Costa    5,73    17,680    41,805    35,831    600%    24,121    14,96%    29    24    21    23    21    <	SR17	Santa Clara	8,554	23,720	72,965	64,411	753%	49,245	208%	28	19	15
SR242  Contra Costa  31,163  47,523  67,314  36,152  116%  19,791  42%  13  16  17    SR238  Alameda  9,526  19,179  60,869  51,344  539%  41,691  217%  27  23  18    I280  Santa Clara  3,559  22,026  55.607  51.648  130%  25,822  87%  33  18  19    SR85  Santa Clara  55.491  22,004  50.274  (5,216)  -9%  28,271  128%  8  21  20    I680  Alameda  17,050  13,460  40,028  22,978  135%  26,559  197%  20  22  23    I680  Santa Clara  11,265  22,481  28,131  16,867  150%  56,650  25%  20  23  3  30  22  24  27  25  5878  Santa Clara  2,413  9,268  19,212  16,73  52%  7,102  56%  24  27  25  5873  Santa Clara  3,363  10,902  1	US101	San Mateo	37,765	47,689	69,324	31,559	84%	21,635	45%	12	15	16
SR238  Alameda  9.526  19.179  00.069  51.344  539%  41.051  21.78  27  23  18    1280  Santa Clara  3.959  29.785  55.607  51.648  1305%  25.822  87%  33  18  19    SR85  Santa Clara  55.973  17.680  41.805  35.831  600%  24.124  136%  29  24  21    1680  Alameda  17.050  13.469  40.028  22.978  135%  25.659  15%  20  23    1880  Santa Clara  4.246  9.169  27.252  23.006  542%  18.084  197%  30  32  24    SR87  Santa Clara  2.413  9.268  19.721  16.799  696%  9.944  107%  30  32  24    SR12  Santa Clara  3.363  10.902  17.431  14.066  44.8%  6.528  60%  34  29  27    SR12  Santa Clara  3.363  10.902  17.431  14.066  41.8%  6.52	SR242	Contra Costa	31,163	47,523	67,314	36,152	116%	19,791	42%	13	16	17
1280  Santa Clara  3.959  29.785  55.607  51.648  1305%  22.622  87%  33  18  19    SR85  Santa Clara  55.491  22.004  50.274  (5.216)  .9%  22.8271  128%  8  21  20    1580  Contra Costa  5.973  17.680  41.805  53.831  600%  24.124  136%  29  24  21    1680  Alameda  17.050  13.469  40.028  22.978  135%  26.559  197%  20  26  22    1680  Santa Clara  11.265  22.441  28.131  16.807  15.806  5.650  25%  25  20  23    1880  Santa Clara  4.246  9.169  27.252  23.006  542%  18.084  197%  30  32  24    SR87  Santa Clara  2.413  9.268  19.212  16.73  55%  7.102  56%  24  27  25    SR12  Santa Clara  2.413  9.268  19.262  16.823  16.62	SR238	Alameda	9,526	19,179	60,869	51,344	539%	41,691	217%	27	23	18
SR85    Santa Clara    55,491    22,004    50,274    (5,216)    -9%    28,271    128%    8    21    20      I580    Contra Costa    5,973    17,680    41,805    35,831    600%    24,124    136%    29    24    21      I680    Alameda    17,050    13,469    40,028    22,978    135%    26,550    197%    20    22    23      I880    Santa Clara    11,265    22,481    28,131    16,667    150%    5,650    25%    27    25    20    23      I880    Santa Clara    4,246    9,169    27,252    23,006    542%    17,02    56%    24    27    25      SR12    Santa Clara    3,363    10,902    17,431    14,068    418%    6,528    60%    34    29    27      SR12    Santa Clara    3,363    10,902    16,823    16,823    16,823    16,823    16,823    16,823    16,823	1280	Santa Clara	3,959	29,785	55,607	51,648	1305%	25,822	87%	33	18	19
IS80  Contra Costa  5,73  17,680  41,805  35,831  600%  24,124  136%  29  24  21    I680  Alameda  17,050  13,469  40,028  22,978  135%  26,559  197%  20  26  22    I680  Santa Clara  11,265  22,481  28,131  16,867  150%  5,650  25%  25  20  23    I880  Santa Clara  4,246  9,169  27,252  23,006  542%  18,064  197%  30  32  24    SR87  Santa Clara  2,413  9,268  19,212  16,799  696%  9,944  107%  36  31  26    SR237  Santa Clara  3,363  10,902  17,431  14,068  418%  6,528  60%  34  29  27    SR12  Napa  2,068  9,523  16,823  14,755  714%  7,301  77%  38  30  28    I680  Solano  1,030  10,596  9,560  923%  8,816  495	SR85	Santa Clara	55,491	22,004	50,274	(5,216)	-9%	28,271	128%	8	21	20
I680    Alameda    17,050    13,469    40,028    22,978    135%    26,559    197%    20    26    22      I680    Santa Clara    11,265    22,481    28,131    16,667    150%    5,650    25%    25    20    23      I880    Santa Clara    4,246    9,169    27,252    23,006    542%    18,084    197%    30    32    24      SR92    San Mateo    13,031    12,662    19,764    6,733    52%    7,102    56%    24    27    25      SR12    San Francisco    -    16,823    16,823    16,823    16,823    128      SR12    Napa    2,068    9,523    16,823    14,755    714%    7,301    77%    38    30    28      I680    Marin    2,401    6,261    12,475    9,756    406%    5,866    94%    31    35    32      SR37    Sonta    1,761    2,774	1580	Contra Costa	5,973	17,680	41,805	35,831	600%	24,124	136%	29	24	21
I680  Santa Clara  11,265  22,481  28,131  16,867  15%5  5,650  25%  25  20  23    I880  Santa Clara  4,246  9,169  27,252  23,006  542%  18,084  197%  30  32  24    SR92  San Mateo  13,031  12,662  19,764  6,733  52%  7,102  55%6  24  27  25    SR87  Santa Clara  3,363  10,902  17,431  14,068  418%  6,528  60%  34  29  27    SR12  Napa  2,068  9,523  16,823  16,823  18,823  28  37  38  30  28    I580  Marin  2,401  6,261  12,157  9,756  406%  5,896  94%  37  33  30  30  30  36  31  35  32  32  33  30  36  37  33  30  33  30  36  31  35  35  35  35  35  35  33  31	1680	Alameda	17,050	13,469	40,028	22,978	135%	26,559	197%	20	26	22
I880    Santa Clara    4,246    9,169    27,252    23,006    542%    18,084    197%    30    32    24      SR92    San Mateo    13,031    12,662    19,764    6,733    55%    7,102    56%    24    27    25      SR87    Santa Clara    2,413    9,268    19,212    16,799    696%    9,944    107%    36    31    266      SR237    Santa Clara    3,363    10,002    17,431    14,068    418%    6,528    60%    34    29    27      SR12    Napa    2,068    9,523    16,823    14,755    714%    7,301    77%    38    30    28      I680    Solano    1,036    17.60    10,596    9,560    923%    8.816    4495%    40    38    31      SR37    Sonoma    4,025    2,996    10,296    6,271    156%    7,301    244%    31    35    32      SR152	1680	Santa Clara	11,265	22,481	28,131	16,867	150%	5,650	25%	25	20	23
SR82    San Mateo    13,031    12,662    19,764    6,733    52%    7,102    56%    24    27    25      SR87    Santa Clara    2,413    9,266    19,212    16,799    666%    9,944    107%    36    31    26      SR237    Santa Clara    3,363    10,902    17,431    14,068    418%    6,528    60%    34    29    27      SR12    San Francisco    -    16,823    14,755    714%    7,301    77%    38    30    28      SR12    Napa    2,068    9,523    16,823    14,755    714%    7,301    77%    38    30    28      SR0    Marin    2,401    6,261    12,157    9,756    406%    5,996    94%    31    35    31    35    31    35    32    S    San ta Clara    1,761    2,774    7,882    6,121    348%    5,108    184%    39    37    33	1880	Santa Clara	4,246	9,169	27,252	23,006	542%	18,084	197%	30	32	24
SR87    Santa Clara    2,413    9,268    19,212    16,799    696%    9,944    107%    36    31    26      SR237    Santa Clara    3,363    10,902    17,431    14,068    418%    6,528    60%    34    29    27      SR12    Napa    2,068    9,523    16,823    14,755    714%    7,301    77%    38    30    228      IS80    Marin    2,401    6,261    12,157    9,756    406%    5,896    94%    37    33    30      I680    Solano    1,036    1,780    10,596    9,560    923%    8,816    495%    40    38    31      SR37    Sonoma    4,025    2,995    10,296    6,271    136%    7,01    244%    31    35    32      SR45    Santa Clara    19,190    2,865    6,429    (12,762)    -67%    3,564    124%    19    36    34      L280	SR92	San Mateo	13,031	12,662	19,764	6,733	52%	7,102	56%	24	27	25
SR237  Santa Clara  3,363  10,902  17,431  14,068  418%  6,528  60%  34  29  27    SR12  San Francisco  -  -  16,823  16,823  16,823  -  28    SR12  Napa  2,068  9,523  16,823  14,755  714%  7,301  77%  38  30  28    Is80  Marin  2,401  6,261  12,157  9,756  406%  5,896  94%  37  33  30    Is80  Solano  1,056  10,596  9,263  6,271  156%  7,301  244%  31  35  32    SR25  Santa Clara  19,190  2,865  6,429  (12,762)  -67%  3,564  124%  19  36  34    1280  San Mateo  3,976  12,348  3,273  (703)  -18%  (9,075)  -73%  32  28  35    I980  Alameda  2,878  141  2,529  (348)  -12%  94  275%  127  11545%  43 <td>SR87</td> <td>Santa Clara</td> <td>2,413</td> <td>9,268</td> <td>19,212</td> <td>16,799</td> <td>696%</td> <td>9,944</td> <td>107%</td> <td>36</td> <td>31</td> <td>26</td>	SR87	Santa Clara	2,413	9,268	19,212	16,799	696%	9,944	107%	36	31	26
SR12    San Francisco    -    16,823    16,823    16,823    16,823    16,823    16,823    16,823    16,823    16,823    16,823    16,823    16,823    16,823    16,823    16,823    16,823    16,823    17,80    7,301    77%    38    30    28      Is80    Marin    2,401    6,261    12,157    9,756    406%    5,896    94%    37    33    30      Is80    Solano    1,036    1,780    10,296    6,271    156%    7,301    244%    31    35    32      SR25    Santa Clara    1,761    2,774    7,882    6,121    348%    5,108    184%    39    37    33      SR152    Santa Clara    19,190    2,665    6,429    (12,762)    -67%    3,564    124%    19    36    34      1280    San Mateo    3,976    12,348    3,273    (703)    -14%    40    37      I780    S	SR237	Santa Clara	3,363	10,902	17,431	14,068	418%	6,528	60%	34	29	27
SR12    Napa    2,068    9,523    16,823    14,755    714%    7,301    77%    38    30    28      IS80    Marin    2,401    6,261    12,157    9,756    406%    5,896    94%    37    33    30      I680    Solano    1,036    1,780    10,596    9,260    923%    8,816    495%    40    38    31      SR37    Sonoma    4,025    2,995    10,296    6,271    156%    7,301    244%    31    35    32      SR25    Santa Clara    1,761    2,774    7,882    6,121    348%    5,108    142%    19    36    34      L80    San Mateo    3,976    12,348    3,273    (703)    -18%    (9,075)    -73%    32    28    35      J980    Alameda    2,878    141    2,529    (348)    -12%    2,389    1700%    35    41    40    37      J780<	SR12	San Francisco	-	-	16,823	16,823		16,823				28
IS80    Marin    2.401    6,261    12,157    9,756    406%    5,896    94%    37    33    30      I880    Solano    1,036    1,780    10,596    9,560    923%    8,816    495%    40    38    31      SR37    Sonoma    4,025    2,995    10,296    6,271    156%    7,301    244%    31    35    32      SR25    Santa Clara    1,761    2,774    7,882    6,121    348%    5,108    184%    39    37    33      SR152    Santa Clara    19,190    2,865    6,429    (12,762)    -67%    3,564    124%    19    36    34      I280    Sa Mateo    3,976    12,348    3,273    (703)    -18%    (9,075)    -73%    32    28    35      I980    Alameda    2,678    141    2,529    (348)    -12%    1700%    36    41    40    37    38    S8	SR12	Napa	2,068	9,523	16,823	14,755	714%	7,301	77%	38	30	28
I680    Solano    1,036    1,780    10,596    9,560    923%    8,816    495%    40    38    31      SR37    Sonoma    4,025    2,995    10,296    6,271    156%    7,301    244%    31    35    32      SR35    Santa Clara    1,761    2,774    7,882    6,121    348%    5,108    184%    39    37    33      SR152    Santa Clara    19,190    2,865    6,429    (12,762)    -67%    3,564    124%    19    36    34      I280    San Mateo    3,976    12,348    3,273    (703)    -18%    (9,075)    -73%    32    28    35      I980    Alameda    2,878    141    2,529    (348)    -12%    2,389    1700%    35    41    40    37      I780    Solano    1    383    231    229    17631%    (153)    -40%    44    39    38	1580	Marin	2,401	6,261	12,157	9,756	406%	5,896	94%	37	33	30
SR37    Sonoma    4,025    2,995    10,296    6,271    156%    7,301    244%    31    35    32      SR25    Santa Clara    1,761    2,774    7,882    6,121    348%    5,108    1184%    39    37    33      SR152    Santa Clara    19,190    2,865    6,429    (12,762)    -67%    3,564    124%    19    36    34      I280    San Mateo    3,976    12,348    3,273    (703)    -18%    (9,075)    -73%    32    28    35      I980    Alameda    2,878    141    2,529    (348)    -12%    2,389    1700%    35    41    36      SR37    Solano    1    383    231    229    17631%    (153)    -40%    46    39    38      SR156    Santa Clara    34    1    128    94    275%    127    11545%    43    45    39      I80    San F	1680	Solano	1,036	1,780	10,596	9,560	923%	8,816	495%	40	38	31
SR25  Santa Clara  1,761  2,774  7,882  6,121  348%  5,108  184%  39  37  33    SR152  Santa Clara  19,190  2,865  6,429  (12,762)  -67%  3,564  124%  19  36  34    1280  San Mateo  3,976  12,348  3,273  (703)  -18%  (9,075)  -73%  32  28  35    1980  Alameda  2,878  141  2,529  (348)  -12%  2,389  1700%  35  41  36    SR37  Solano  30,969  298  405  (30,564)  -99%  107  36%  14  40  37    I780  Solano  1  383  231  229  17631%  (153)  -40%  46  39  38    SR156  Santa Clara  34  1  128  94  275%  127  11545%  43  45  39    I80  San Francisco  27,169  52,654  86  36  71%  21  32%  42 <td>SR37</td> <td>Sonoma</td> <td>4,025</td> <td>2,995</td> <td>10,296</td> <td>6,271</td> <td>156%</td> <td>7,301</td> <td>244%</td> <td>31</td> <td>35</td> <td>32</td>	SR37	Sonoma	4,025	2,995	10,296	6,271	156%	7,301	244%	31	35	32
SR152  Santa Clara  19,190  2,865  6,429  (12,762)  -67%  3,564  124%  19  36  34    1280  San Mateo  3,976  12,348  3,273  (703)  -18%  (9,075)  -73%  32  28  35    1980  Alameda  2,878  141  2,529  (348)  -12%  2,389  1700%  35  41  36    SR37  Solano  30,969  298  405  (30,564)  -99%  107  36%  14  40  37    I780  Solano  1  383  231  229  17631%  (153)  -40%  46  39  38    SR156  Santa Clara  34  1  128  94  275%  127  11545%  43  45  39    I80  San Franciscc  27,169  52,654  86  (27,083)  -100%  (52,567)  -100%  16  14  40    I80  Napa  50  65  86  36  71%  21  32%  42 <t< td=""><td>SR25</td><td>Santa Clara</td><td>1,761</td><td>2,774</td><td>7,882</td><td>6,121</td><td>348%</td><td>5,108</td><td>184%</td><td>39</td><td>37</td><td>33</td></t<>	SR25	Santa Clara	1,761	2,774	7,882	6,121	348%	5,108	184%	39	37	33
1280  San Mateo  3,976  12,348  3,273  (703) 18%  (9,075) 73%  32  28  35    1980  Alameda  2,878  141  2,529  (348)  -12%  2,389  1700%  35  41  36    SR37  Solano  30,969  298  405  (30,564)  -99%  107  36%  14  40  37    I780  Solano  1  383  231  229  17631%  (153)  -40%  46  39  38    SR156  Santa Clara  34  1  128  94  275%  127  11545%  43  45  39    I80  San Franciscc  27,169  52,654  86  (27,083)  -100%  (52,567)  -100%  16  14  40    I80  Napa  50  65  86  36  71%  21  32%  42  42  40    SR13  Alameda  12  11  12  -  0%  1  8%  44  43	SR152	Santa Clara	19,190	2,865	6,429	(12,762)	-67%	3,564	124%	19	36	34
1980  Alameda  2,878  141  2,529  (348) 12%  2,389  1700%  35  41  36    SR37  Solano  30,969  298  405  (30,564) 99%  107  36%  14  40  37    I780  Solano  1  383  231  229  17631%  (153)  -40%  46  39  38    SR156  Santa Clara  34  1  128  94  275%  127  11545%  43  45  39    180  San Francisco  27,169  52,654  86  (27,083)  -100%  (52,567)  -100%  16  14  40    180  Napa  50  65  86  36  71%  21  32%  42  42  40    SR13  Alameda  18  17  18  -  0%  1  8%  44  43  42    I880S  Alameda  12  11  12  -  0%  1  8%  44  43    SR37	1280	San Mateo	3,976	12,348	3,273	(703)	-18%	(9,075)	-73%	32	28	35
SR37    Solano    30,969    298    405    (30,564)    -99%    107    36%    14    40    37      I780    Solano    1    383    231    229    17631%    (153)    -40%    46    39    38      SR156    Santa Clara    34    1    128    94    275%    127    11545%    43    45    39      I80    San Franciscc    27,169    52,654    86    (27,083)    -100%    (52,567)    -100%    16    14    40      I80    Napa    50    65    86    36    71%    21    32%    42    42    40      SR13    Alameda    18    17    18    -    0%    1    8%    44    43    42      I880S    Alameda    12    11    12    -    0%    1    8%    44    43      SR37    Marin    103    0    0    (103)	1980	Alameda	2,878	141	2,529	(348)	-12%	2,389	1700%	35	41	36
1780  Solano  1  383  231  229  17631%  (153)  -40%  46  39  38    SR156  Santa Clara  34  1  128  94  275%  127  11545%  43  45  39    180  San Franciscc  27,169  52,654  86  (27,083)  -100%  (52,567)  -100%  16  14  40    180  Napa  50  65  86  36  71%  21  32%  42  42  40    SR13  Alameda  18  17  18  -  0%  1  8%  44  43  42    I880S  Alameda  12  11  12  -  0%  1  8%  44  43  42    I880S  Alameda  12  11  12  -  0%  1  8%  44  43  42    I880S  Alameda  12  11  12  -  0%  1  8%  44  43    SR37  Marin  103	SR37	Solano	30,969	298	405	(30,564)	-99%	107	36%	14	40	37
SR156  Santa Clara  34  1  128  94  275%  127  11545%  43  45  39    180  San Francisco  27,169  52,654  86  (27,083)  -100%  (52,567)  -100%  16  14  40    180  Napa  50  65  86  36  71%  21  32%  42  42  40    SR13  Alameda  18  17  18  -  0%  1  8%  44  43  42    I880S  Alameda  12  11  12  -  0%  1  8%  44  43  42    I880S  Alameda  12  11  12  -  0%  1  8%  44  43  42    I880S  Alameda  12  11  12  -  0%  1  8%  44  43  42    I880S  Alameda  103  0  0  (103)  -100%  0  300%  41  46  44  44  43  45  4	1780	Solano	1	383	231	229	17631%	(153)	-40%	46	39	38
I80    San Francisco    27,169    52,654    86    (27,083)    -100%    (52,567)    -100%    16    14    40      I80    Napa    50    65    86    36    71%    21    32%    42    42    40      SR13    Alameda    18    17    18    -    0%    1    8%    44    43    42      I800S    Alameda    12    11    12    -    0%    1    8%    44    43    42      I800S    Alameda    12    11    12    -    0%    1    8%    44    43    42      I800S    Alameda    12    11    12    -    0%    1    8%    44    43      SR37    Marin    103    0    0    (103)    -100%    (3,978)    -100%    18    34      I280    San Francisco    13,185    20,375    -    (13,185)    -100%    <	SR156	Santa Clara	34	1	128	94	275%	127	11545%	43	45	39
I80    Napa    50    65    86    36    71%    21    32%    42    42    40      SR13    Alameda    18    17    18    -    0%    1    8%    44    43    42      I880S    Alameda    12    11    12    -    0%    1    8%    44    43    42      I880S    Alameda    12    11    12    -    0%    1    8%    44    43    42      I880S    Alameda    12    11    12    -    0%    1    8%    44    43    43      SR37    Marin    103    0    0    (103)    -100%    0    300%    41    46    44      I280    San Franciscc    20,229    3,978    -    (20,229)    -100%    (23,975)    -100%    23    22       SR160    Contra Costa    -    -    -    -    -	180	San Francisco	27,169	52,654	86	(27,083)	-100%	(52,567)	-100%	16	14	40
SR13  Alameda  18  17  18  -  0%  1  8%  44  43  42    1880S  Alameda  12  11  12  -  0%  1  8%  44  43  42    1880S  Alameda  12  11  12  -  0%  1  8%  44  43    SR37  Marin  103  0  0  (103)  -100%  0  300%  41  46  44    1280  San Francisco  20,229  3,978  -  (20,229)  -100%  (3,978)  -100%  18  34    SR1  San Francisco  13,185  20,375  -  (13,185)  -100%  (20,375)  -100%  23  22	180	Napa	50	65	86	36	71%	21	32%	42	42	40
I880S  Alameda  12  11  12  -  0%  1  8%  45  44  43    SR37  Marin  103  0  0  (103)  -100%  0  300%  41  46  44    I280  San Francisco  20,229  3,978  -  (20,229)  -100%  (3,978)  -100%  18  34    SR1  San Francisco  13,185  20,375  -  (13,185)  -100%  (20,375)  -100%  23  22    SR160  Contra Costa  - </td <td>SR13</td> <td>Alameda</td> <td>18</td> <td>17</td> <td>18</td> <td>-</td> <td>0%</td> <td>1</td> <td>8%</td> <td>44</td> <td>43</td> <td>42</td>	SR13	Alameda	18	17	18	-	0%	1	8%	44	43	42
SR37  Marin  103  0  0  (103)  -100%  0  300%  41  46  44    1280  San Francisco  20,229  3,978  -  (20,229)  -100%  (3,978)  -100%  18  34    SR1  San Francisco  13,185  20,375  -  (13,185)  -100%  (20,375)  -100%  23  22	1880S	Alameda	12	11	12	-	0%	1	8%	45	44	43
I280  Ban Franciscol  20,229  3,978  -  (20,229)  -100%  (3,978)  -100%  18  34    SR1  San Franciscol  13,185  20,375  -  (13,185)  -100%  (20,375)  -100%  23  22    SR160  Contra Costa  -	SR37	Marin	103	0	0	(103)	-100%	0	300%	41	46	44
SR1  San Francisco  13,185  20,375  -  (13,185)  -100%  (20,375)  -100%  23  22    SR160  Contra Costa  -	1280	San Francisco	20,229	3,978	-	(20,229)	-100%	(3,978)	-100%	18	34	
SR160  Contra Costa  -	SR1	San Francisco	13,185	20,375	-	(13,185)	-100%	(20,375)	-100%	23	22	
SR29  San Franciscol  -  -  -  -  -    SR29  Napa  -  -  -  -  -  -  -    US101  San Franciscol  139,433  146,038  -  (139,433)  -100%  (146,038)  -100%  2  6    TOTALS  1194,897  2,36,499  3,818,231  2,623,434  219,697  1,591,732  70,797	SR160	Contra Costa	-	-	-	-		-				
SR29    Napa    - </td <td>SR29</td> <td>San Francisco</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td></td> <td>-</td> <td></td> <td></td> <td></td> <td></td>	SR29	San Francisco	-	-	-	-		-				
US101 pan Francisco 139,433 146,038 - (139,433) -100% (146,038) -100% 2 6	SR29	Napa	-	-	-	-	10001	-	10001			
	05101		1 104 907	146,038	-	(139,433)	-100%	(146,038)	-100%	2	6	