

District 10 Mobility Performance Report

2022 Second Quarter

EXECUTIVE SUMMARY

Overview

Caltrans District 10 contains eight counties located within the Central Valley (San Joaquin / Stanislaus / Merced) and the Sierra Nevada (Amador / Calaveras / Tuolumne / Mariposa / Alpine). Over the years detection in Alpine and Calaveras Counties has been sparse, so the District 10 Mobility Performance Report (MPR) no longer includes these two counties in the quarterly report.

The MPR quarterly analysis compares information in the current quarter to that of the previous quarter and the quarter one year prior. The following are the performance measures reported in the MPR:

- Vehicle Miles Traveled (VMT)
- Vehicle Hours of Delay (VHD)
- Lost Lane Miles (LLM)
- Detector Health (DH)

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 second quarter, total delay equaled 582 thousand vehicle hours of delay (VHD) at the 35 mph speed threshold and 2.0 million VHD at the 60 mph threshold. Compared to the same quarter the year before, there was a 0.8 percent total delay decrease in 35 mph quarterly delay and 0.3 percent

total delay decrease in 60 mph quarterly delay. The average weekday delay experienced in this quarter was approximately 8,486 VHD at 35 mph and 28,195 VHD at 60 mph. Compared to the same quarter the year before, there was a 5.4 percent increase in 35 mph average weekday quarterly delay and 3.8 percent increase in 60 mph average weekday quarterly delay. The small overall change in delay numbers at 35 mph and 60 mph can mainly be attributed to the fact that the COVID-19 traffic patterns are balancing out in the past year. It is expected that the third quarter of 2022 will continue the same trend of small overall change in delay numbers because traffic flows are balancing out throughout post COVID-19 District 10.

Top Ten Bottlenecks for Quarter 2

County	Shift	Fwy	Abs PM	CA PM	Latitude	Longitude	# Days Active	Avg Extent (Miles)	Total Delay (veh-hrs)	Total Duration (mins)
SJ	AM	I205-W	1.69	0.761	37.74	-121.54	62	2.91	103,518	12,425
SJ	PM	SR99-S	238.76	2.971	37.76	-121.15	60	2.64	42,587	9,375
SJ	PM	SR99-S	236.56	0.776	37.74	-121.12	62	2.32	37,101	10,425
SJ	PM	SR4-E	66.43	R18.9	37.96	-121.25	49	3.12	27,952	5,275
STA	PM	SR99-S	228.80	R17.767	37.66	-121.03	53	1.39	16,332	5,795
SJ	PM	1205-E	9.44	R8.51	37.76	-121.41	52	1.26	9,657	6,500
SJ	PM	1205-E	10.22	R9.29	37.76	-121.39	26	2.23	8,891	2,035
SJ	PM	SR120-E	0.42	R0.914	37.79	-121.30	60	1.29	8,504	7,915
SJ	PM	1205-E	12.87	R11.94	37.77	-121.34	34	1.80	6,933	2,875
SJ	PM	15-N	466.93	R21.435	37.88	-121.28	54	1.31	6,493	4,295

SUMMARY TABLE FOR THE 2022 Q2 REPORT

The following District 10 projects are currently being constructed or are scheduled for construction effective August 2022. These current and future (planned) projects will further relieve congestion in District 10:

MERCED COUNTY

MER 99 NB LIVINGSTON MEDIAN WIDENING; EA 10-0Q121

Lane widening from 2 to 3 lanes Approve Construction Contract Date – 08/01/2021 End Project – 10/02/2023

MER 152 – LOS BANOS BYPASS SEGMENT I; EA 10-41911

Convert 4 lane expressway to 6 lane freeway Approve Construction Contract Date – 05/15/2018 End Project – 11/01/2022

SAN JOAQUIN COUNTY

SJ 4 RAMP METERING IMPROVEMENTS; EA 10-1F180

Install ramp meters along SR 4 between the I-5 and SR 99 Connectors Currently in PRS/PDS; PA&ED Scheduled for mid-2016 End Project – Estimated to be mid 2023

SJ 120 RAMP METERING IMPROVEMENTS; EA 10-1F040

Install ramp meters along SR 4 between the I-5 and SR 99 Connectors Currently in PS&E End Project – Estimated to be 2023

I-205 SMART CORRIDOR PHASE 2; EA 10-1C330

Install ramp meters and ITS elements along I205 from MacArthur to Grant Line Road Currently in PS&E

End Project – Estimated to be 2023

I-205 – MOUNTAIN HOUSE PARKWAY INTERCHANGE PROJECT; EA 10-1E210

 $Improve\ the\ I-205-Mountain\ House\ Parkway\ Interchange\ to\ accommodate\ planned\ future\ growth\ in\ and\ around\ the\ City\ of\ Tracy$

Currently in PS&E

End Project – Estimated to be 2027

I-580 – PATTERSON PASS ROAD INTERCHANGE PROJECT; EA 10-1E220

Improve the I-205 – Patterson Pass Road Interchange to accommodate planned future growth in and around the City of Tracy

Currently in PS&E

End Project – Estimated to be 2027

I-205 – LAMMERS ROAD / 11TH STREET INTERCHANGE PROJECT; EA 10-0H910

Construct the I-205 - Lammers Road / 11^{th} Street Interchange to accommodate planned future growth in and around the City of Tracy

Currently in PS&E

End Project – Estimated to be 2027

STANISLAUS COUNTY

STA 99 / SJ 99 RAMP METERING & MAINLINE IMPROVEMENTS; EA 10-1C300

Improve Mainline and Ramp Operations; Standardize Structure Clearance; Add Auxiliary Lane Project Complete

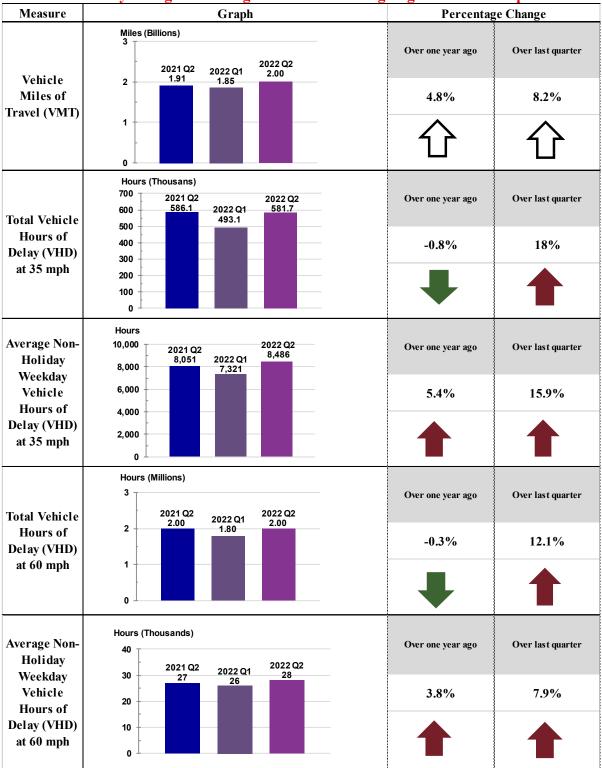
The above capacity increasing, ramp metering, interchange improvement, and interchange construction projects are located on the routes, in the cities, and in the counties that experience the most congestion in District 10. It is expected that the projects will help increase the Vehicle Miles

Traveled while reducing congestion and delay as the population and demand in District 10 grows over the next 10 years.

The next section of this report summarizes the District 10 2022 Q2 Quarterly Mobility Statistics.

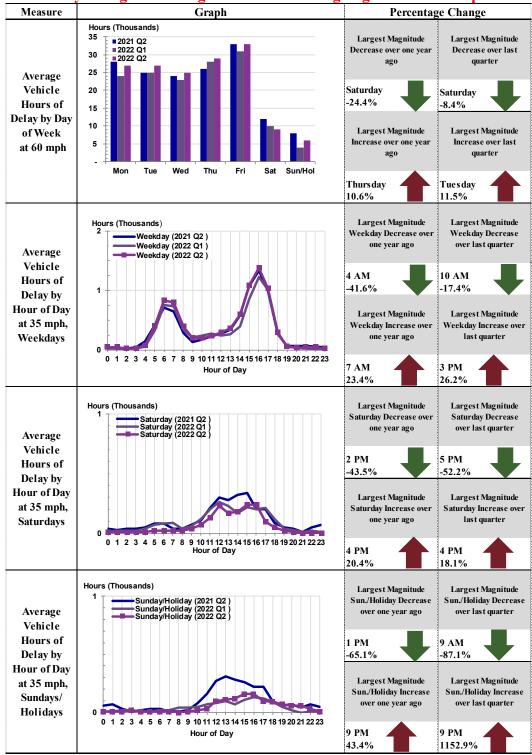
2022 Q2 Quarterly Mobility Statistics District 10

Data may change in coming months due to on-going reconciliation process



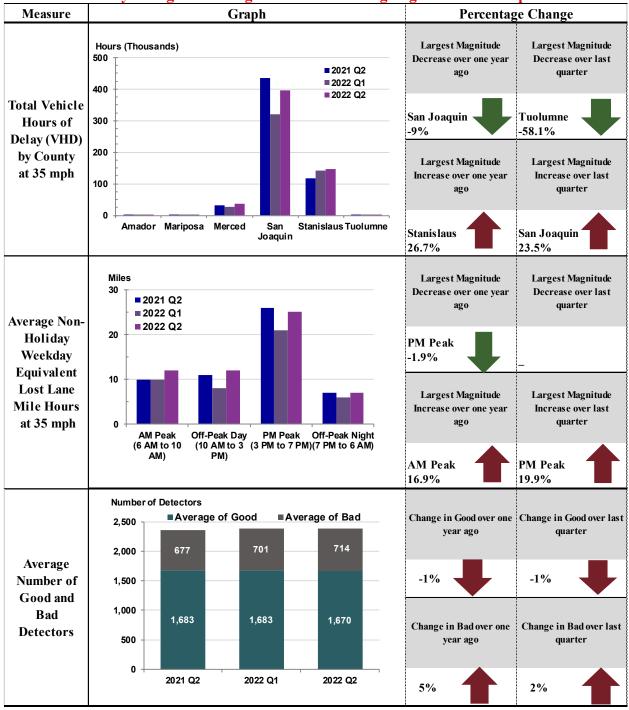
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Congestion by Route												
		Veh	Vehicle Hours of Delay at 35 mph			Difference 2022 Q2-2021 Q2		Difference 2022 Q2-2022 Q1		Rank		
Route	County	2021 Q2	2022 Q1	2022 Q2	Absolute	Percentage	Absolute	Percentage	2021 Q2	2022 Q1	2022 Q2	
I205	San Joaquin	286,010	226,539	235,466	-50,544	-17.7%	8,927	3.9%	1	1	1	
SR99	Stanislaus	77,326	100,972	103,676	26,350	34.1%	2,704	2.7%	4	2	2	
SR99	San Joaquin	98,245	72,124	101,048	2,803	2.9%	28,924	40.1%	2	3	3	
I5	San Joaquin	86,580	50,135	43,684	-42,896	-49.5%	-6,451	-12.9%	3	4	4	
SR4	San Joaquin	35,375	27,266	33,469	-1,906	-5.4%	6,204	22.8%	5	6	5	
SR132	Stanislaus	31,449	33,782	33,364	1,915	6.1%	-419	-1.2%	6	5	6	
SR120	San Joaquin	27,871	26,605	27,846	-25	-0.1%	1,240	4.7%	7	7	7	
SR99	Merced	27,462	15,432	20,204	-7,257	-26.4%	4,772	30.9%	8	8	8	
SR152	Merced	47	8,954	14,975	14,928	31829.9%	6,021	67.2%	21	10	9	
I580	San Joaquin	14,829	11,497	13,714	-1,115	-7.5%	2,217	19.3%	9	9	10	
I5	Stanislaus	5,846	4,787	8,726	2,880	49.3%	3,939	82.3%	10	11	11	
SR12	San Joaquin	3,857	3,686	5,830	1,973	51.1%	2,144	58.2%	12	12	12	
SR132	San Joaquin	4,964	3,146	5,077	113	2.3%	1,931	61.4%	11	13	13	
SR219	Stanislaus	1,547	1,914	1,365	-182	-11.8%	-549	-28.7%	16	16	14	
SR165	Merced	1,695	2,418	1,304	-392	-23.1%	-1,114	-46.1%	15	15	15	
SR120	Tuolumne	389	504	1,157	769	197.8%	653	129.7%	18	18	16	
I5	Merced	2,298	163	637	-1,661	-72.3%	474	291.3%	13	20	17	
SR16	Amador	889	838	390	-499	-56.1%	-447	-53.4%	17	17	18	
SR108	Tuolumne	2,251	2,754	212	-2,039	-90.6%	-2,542	-92.3%	14	14	19	
SR49	Mariposa	132	71	110	-22	-16.5%	39	54.6%	20	22	20	
SR88	Amador	335	226	65	-270	-80.6%	-162	-71.3%	19	19	21	
SR88	San Joaquin	0	140	34	34		-106	-75.4%		21	22	
SR124	Amador	0	0	6	6		6				23	
SR49	Tuolumne	26	9	1	-24	-94.5%	-7	-83.7%	22	23	24	
SR104	Amador	5	0	0	-5	-100.0%	0		23			
SR140	Merced	0	0	0	0		0					
TOTALS		709,427	593,961	652,360	-57,068	-8.0%	58,398	9.8%				