

District 08 Mobility Performance Report

2015 Third Quarter

DEPARTMENT OF TRANSPORTATION

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EXECUTIVE SUMMARY

Overview

Caltrans District 8 contains two counties located in southern California: San Bernardino and Riverside Counties. Both counties are part of the Inland Empire, with Riverside County has a population of almost 2.3 million residents and San Bernardino County with 2.1 million residents. Although these are urban counties, they do contain a large amount of sparsely populated National Forest and National Recreation Area land.

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 third quarter, total delay equaled 1.9 million vehicle hours of delay (VHD) at the 35 mph speed threshold, and 5.6 million VHD at the 60 mph threshold. The average weekday delay experienced in this quarter was approximately 24 thousand VHD at 35 mph, and 71 thousand VHD at 60 mph. The Vehicle Miles of Travel (VMT) equaled 7.1 billion miles for this quarter. The total delay at 35 mph is 953,281 for Riverside County and 969, 292 for San Bernardino County. The total delay at 60 mph is 2,763,714 for Riverside County and 2,814,919 for San Bernardino County.

Top Ten Bottleneck AM Period								
Rank	County	Freeway	CA Postmile	Approximate Location	Average Extent (miles)	Total Delay (hours)	Total Duration (hours)	Period
1	Riverside	SR91-W	R.995	GREEN RIVER	1.646031746	39037.1	120.1666667	AM
2	San Bernardino	SR60-W	R1.169	RAMONA	2.256521739	36283.4	118.75	AM
3	Riverside	SR91-W	R3.688	SERFAS CLUB	2.013793103	22556.7	94.58333333	AM
4	Riverside	I215-N	40.929	MARTIN LUTHER KING	1.078461538	14551.1	161.5833333	AM
5	San Bernardino	I15-S	0.969	JURUPA	1.333333333	14157.2	91.5	AM
6	San Bernardino	I210-W	4.5	W/B CARNELIAN	3.73	13077.9	36.91666667	AM
7	San Bernardino	I10-W	0.591	MONTE VISTA AVE	1.456756757	10054.1	68.41666667	AM
8	Riverside	I15-N	45.93	.25 N/O 6th ST.	1.677083333	9409.9	58.66666667	AM
9	Riverside	I215-N	40.382	N/O BOX SPRINGS RD	1.086792453	7423.2	72.41666667	AM
10	Riverside	SR91-W	5.28	LINCOLN	1.567346939	7341	43.5	AM

Top Ten Bottleneck PM Period								
Rank	County	Freeway	CA Postmile	Approximate Location	Average Extent (miles)	Total Delay (hours)	Total Duration (hours)	Period
1	San Bernardino	I15-S	0.969	JURUPA	1.555263158	57749.1	236.5833333	PM
2	Riverside	SR91-E	R3.054	SERFAS CLUB RD	1.771428571	48594.1	201.8333333	PM
3	Riverside	SR91-E	9.337	E/O MCKINLEY	2.347826087	36719.1	196	PM
4	Riverside	I15-N	5.7	RANCHO CALIF. N/O	2.010126582	36289.7	204.6666667	PM
5	Riverside	I15-S	37.8	EL CERRITO ROAD	2.25	26115.8	120.5833333	PM
6	San Bernardino	I210-E	3.69	CAMPUS EB ON	1.843846154	22335.9	73.83333333	PM
7	Riverside	SR91-E	R2.542	ROUTE 91 from RTE 71	1.748529412	16849.9	74	PM
8	Riverside	SR91-W	10.724	PIERCE	1.008333333	15007.6	160.5833333	PM
9	San Bernardino	I210-E	11.125	.5 E/O CHERRY IDS	0.9	13378.5	144.25	PM
10	San Bernardino	I15-N	14.8	M S/O CAJON CR	2.982352941	12385	31.41666667	PM

Quarterly Mobility Statistics

Measure	Graph	Percentage Change							
Vehicle Miles of Travel (VMT)	<p>Miles (Billions)</p> <table border="1"> <tr><th>Year</th><th>Q3</th></tr> <tr><td>2014</td><td>6</td></tr> <tr><td>2015</td><td>7.1</td></tr> </table>	Year	Q3	2014	6	2015	7.1	Over one year ago	Over last quarter
		Year	Q3						
2014	6								
2015	7.1								
		19.2% ↑	3.7% ↑						
Total Vehicle Hours of Delay (VHD) at 35 mph	<p>Hours (Millions)</p> <table border="1"> <tr><th>Year</th><th>Q3</th></tr> <tr><td>2014</td><td>1.5</td></tr> <tr><td>2015</td><td>1.9</td></tr> </table>	Year	Q3	2014	1.5	2015	1.9	Over one year ago	Over last quarter
		Year	Q3						
2014	1.5								
2015	1.9								
		25.3% ↑	-0.7% ↓						
Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 35 mph	<p>Hours (Thousands)</p> <table border="1"> <tr><th>Year</th><th>Q3</th></tr> <tr><td>2014</td><td>20</td></tr> <tr><td>2015</td><td>24</td></tr> </table>	Year	Q3	2014	20	2015	24	Over one year ago	Over last quarter
		Year	Q3						
2014	20								
2015	24								
		18.9% ↑	0.2% ↑						
Total Vehicle Hours of Delay (VHD) at 60 mph	<p>Hours (Millions)</p> <table border="1"> <tr><th>Year</th><th>Q3</th></tr> <tr><td>2014</td><td>4.5</td></tr> <tr><td>2015</td><td>5.6</td></tr> </table>	Year	Q3	2014	4.5	2015	5.6	Over one year ago	Over last quarter
		Year	Q3						
2014	4.5								
2015	5.6								
		24.1% ↑	-0.2% ↓						
Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 60 mph	<p>Hours (Thousands)</p> <table border="1"> <tr><th>Year</th><th>Q3</th></tr> <tr><td>2014</td><td>59</td></tr> <tr><td>2015</td><td>71</td></tr> </table>	Year	Q3	2014	59	2015	71	Over one year ago	Over last quarter
		Year	Q3						
2014	59								
2015	71								
		21.8% ↑	0.2% ↑						

Measure	Graph	Percentage Change	
Average Vehicle Hours of Delay by Day of Week at 60 mph		Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter
		-	Monday -16.1%
		Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter
		Friday 23.5%	Tuesday 10.9%
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Weekdays		Largest Magnitude Weekday Decrease over one year ago	Largest Magnitude Weekday Decrease over last quarter
		11 PM -8%	4 PM -8.8%
		Largest Magnitude Weekday Increase over one year ago	Largest Magnitude Weekday Increase over last quarter
		3 PM 29%	8 AM 27.7%
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Saturdays		Largest Magnitude Saturday Decrease over one year ago	Largest Magnitude Saturday Decrease over last quarter
		12 AM -55%	5 PM -9.5%
		Largest Magnitude Saturday Increase over one year ago	Largest Magnitude Saturday Increase over last quarter
		2 PM 61.5%	1 PM 22%
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Sundays/Holidays		Largest Magnitude Sun./Holiday Decrease over one year ago	Largest Magnitude Sun./Holiday Decrease over last quarter
		7 AM -72.8%	1 PM -35.5%
		Largest Magnitude Sun./Holiday Increase over one year ago	Largest Magnitude Sun./Holiday Increase over last quarter
		3 PM 89.2%	10 AM 23.2%

Measure	Graph	Percentage Change	
Total Vehicle Hours of Delay (VHD) by County at 35 mph	<p>Hours (Millions)</p> <p>2014 Q3 2015 Q2 2015 Q3</p> <p>Riverside San Bernardino</p>	Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter
		-	Riverside -7.7%
		Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter
San Bernardino 59.3%	San Bernardino 7.4%		
Average Non-Holiday Weekday Equivalent Lost Lane Mile Hours at 35 mph	<p>Miles</p> <p>2014 Q3 2015 Q2 2015 Q3</p> <p>AM Peak (6 AM to 10 AM) Off-Peak Day (10 AM to 3 PM) PM Peak (3 PM to 7 PM) Off-Peak Night (7 PM to 6 AM)</p>	Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter
		-	PM Peak -3.7%
		Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter
PM Peak 32.8%	AM Peak 24.6%		
Average Number of Good and Bad Detectors	<p>Number of Detectors</p> <p>Average of Good Average of Bad</p> <p>2014 Q3 2015 Q2 2015 Q3</p>	Change in Good over one year ago	Change in Good over last quarter
		-7%	-3%
		Change in Bad over one year ago	Change in Bad over last quarter
37%	4.7%		

Congestion by Route											
Route	County	Vehicle Hours of Delay at 35 mph			Difference 2015 Q3-2014 Q3		Difference 2015 Q3-2015 Q2		Rank		
		2014 Q3	2015 Q2	2015 Q3	Absolute	Percentage	Absolute	Percentage	2014 Q3	2015 Q2	2015 Q3
SR-91	Riverside	494207.8	633466.4	513182.6	18974.8	4%	(120,284)	-19%	1	1	1
I-15	San Bernardino	292824.3	457598	412589.7	119765.4	41%	(45,008)	-10%	2	2	2
I-15	Riverside	263902.6	199699.9	249672.5	-14230.1	-5%	49,973	25%	3	3	3
I-10	San Bernardino	110993.6	175154.1	214554.7	103561.1	93%	39,401	22%	4	4	4
SR-60	San Bernardino	95775.6	137331.8	161391.3	65615.7	69%	24,060	18%	7	5	5
I-210	San Bernardino	96225.4	122493.9	132456.2	36230.8	38%	9,962	8%	6	7	6
I-215	Riverside	100696.6	126902.9	130620.8	29924.2	30%	3,718	3%	5	6	7
SR-60	Riverside	18345.9	50045.4	36340.2	17994.3	98%	(13,705)	-27%	10	8	8
SR-71	San Bernardino	7141.9	4126.4	29544.1	22402.2	314%	25,418	616%	11	12	9
SR-71	Riverside	27734.7	16289.9	20542.2	-7192.5	-26%	4,252	26%	8	9	10
I-215	San Bernardino	5319.7	6070.8	18756.1	13436.4	253%	12,685	209%	12	11	11
I-10	Riverside	20829.7	6169.2	2923	-17906.7	-86%	(3,246)	-53%	9	10	12
SR-259	San Bernardino	332.8	0.1	0	-332.8	-100%	(0)	-100%	13	13	
TOTALS		1,534,331	1,935,349	1,922,573	388,243	25.3%	-12,775	-0.7%			