

# District 12 Mobility Performance Report

2024 4<sup>th</sup> Quarter

**DEPARTMENT OF TRANSPORTATION**

January 31, 2025

District 12 Traffic Operations Northwest

**EXECUTIVE SUMMARY****Overview**

Caltrans District 12 (Orange County) is located in southern California and is adjacent to District 7 (Los Angeles), District 8 (San Bernardino), and District 11 (San Diego). As of July 1, 2023, the total population estimate in Orange County was 3,135,755 per census.gov. Orange County encompasses 794 square miles, and includes 34 cities and 17 State highway routes. The county has 1,059 lane miles of general purpose lanes and 226 lane miles of High-Occupancy Vehicle (HOV) lanes, which is one of California’s largest HOV lane networks. Orange County is the third most populous county in California, the sixth-most populous in the United States, and more populous than twenty-one U.S. states. Its county seat is Santa Ana. It is the second most densely populated county in the state.

The Mobility Performance quarterly analysis compares information from the most recent quarter and the previous 4 quarters, involving the following performance measures:

- Vehicle Miles of Travel (VMT)
- Vehicle Hours of Delay (VHD)
- Lost Lane Miles (LLM)
- 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 Mobility Performance Report uses congestion at two speed thresholds: delay from vehicles traveling below 35 MPH and delay from vehicles traveling

below 60 MPH. The 35 MPH limit represents severe congestion while the 60 MPH limit represents light and heavy congestion. These thresholds/limits are set by Caltrans and are based upon engineering experience and District input.

## FINDINGS

In the 4<sup>th</sup> quarter of 2024, total delay equaled to 1.8 million vehicle hours of delay (VHD) at the 35 MPH speed threshold and 5.4 million VHD at 60 MPH threshold. Compared to the previous quarter, there was a 11.8 percent increase in 35 MPH VHD and 4.1 percent increase in 60 MPH VHD

The average weekday VHD experienced in this quarter was approximately 25 thousand VHD at 35 MPH and 73 thousand VHD at 60 MPH. Compared to the previous quarter, there was 2 percent increase in 35 MPH VHD and 4.1 percent increase in 60 mph VHD.

### Top 10 Bottlenecks for the 4<sup>th</sup> Quarter of 2024

Co	Shift	Fwy	Dir	Name	Abs PM	CA PM	Latitude	Longitude	# Days Active	Avg Extent (Miles)	Total Delay (veh-hrs)	Total Duration (mins)
Ora	PM	SR55	N	TAFT	15.78	15.8	33.82	-117.83	60	3.19	58,994	14,705
Ora	PM	SR55	N	NEWPORT AVE OR MVDS	9.76	R9.755	33.73	-117.83	59	1.72	38,707	10,725
Ora	PM	I405	N	BROOKHUR2	13.74	13.97	33.71	-117.96	61	1.66	35,168	11,665
Ora	AM	I5	S	MAIN 1	105.19	33	33.77	-117.87	58	1.11	34,787	9,945
Ora	AM	I405	S	HARBOR 1	10.97	11.2	33.69	-117.92	44	2.03	27,573	4,215
Ora	PM	SR55	N	LINCOLN 2	17.10	17.12	33.84	-117.83	48	2.06	26,950	8,690
Ora	PM	I5	S	RED ROBIN	91.53	19.33	33.62	-117.71	57	1.10	24,222	8,835
Ora	AM	I405	S	WARNER	14.49	14.72	33.71	-117.97	54	1.32	23,679	8,175
Ora	PM	I5	N	CULVER 1	98.82	R26.56	33.71	-117.78	43	2.03	21,879	9,495
Ora	PM	I5	N	YALE	98.06	R25.8	33.70	-117.77	55	0.82	20,143	7,255

## 2024 Q4 Quarterly Mobility Statistics

Measure	Graph	Percentage Change									
Vehicle Miles of Travel (VMT)	<p>Miles (Billions)</p> <table border="1"> <tr><th>Year</th><th>Q4</th></tr> <tr><td>2023</td><td>3.33</td></tr> <tr><td>2024</td><td>3.38</td></tr> <tr><td>2024</td><td>3.34</td></tr> </table>	Year	Q4	2023	3.33	2024	3.38	2024	3.34	Over one year ago	Over last quarter
		Year	Q4								
		2023	3.33								
2024	3.38										
2024	3.34										
0.3%	-1%										
Total Vehicle Hours of Delay (VHD) at 35 mph	<p>Hours (Millions)</p> <table border="1"> <tr><th>Year</th><th>Q4</th></tr> <tr><td>2023</td><td>1.7</td></tr> <tr><td>2024</td><td>1.6</td></tr> <tr><td>2024</td><td>1.8</td></tr> </table>	Year	Q4	2023	1.7	2024	1.6	2024	1.8	Over one year ago	Over last quarter
		Year	Q4								
		2023	1.7								
2024	1.6										
2024	1.8										
3.9%	11.8%										
Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 35 mph	<p>Hours (Thousands)</p> <table border="1"> <tr><th>Year</th><th>Q4</th></tr> <tr><td>2023</td><td>23</td></tr> <tr><td>2024</td><td>21</td></tr> <tr><td>2024</td><td>25</td></tr> </table>	Year	Q4	2023	23	2024	21	2024	25	Over one year ago	Over last quarter
		Year	Q4								
		2023	23								
2024	21										
2024	25										
4.7%	19.3%										
Total Vehicle Hours of Delay (VHD) at 60 mph	<p>Hours (Millions)</p> <table border="1"> <tr><th>Year</th><th>Q4</th></tr> <tr><td>2023</td><td>5.4</td></tr> <tr><td>2024</td><td>5.2</td></tr> <tr><td>2024</td><td>5.4</td></tr> </table>	Year	Q4	2023	5.4	2024	5.2	2024	5.4	Over one year ago	Over last quarter
		Year	Q4								
		2023	5.4								
2024	5.2										
2024	5.4										
0.1%	4.1%										
Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 60 mph	<p>Hours (Thousands)</p> <table border="1"> <tr><th>Year</th><th>Q4</th></tr> <tr><td>2023</td><td>73</td></tr> <tr><td>2024</td><td>68</td></tr> <tr><td>2024</td><td>73</td></tr> </table>	Year	Q4	2023	73	2024	68	2024	73	Over one year ago	Over last quarter
		Year	Q4								
		2023	73								
2024	68										
2024	73										
0.4%	7.8%										

Measure	Graph	Percentage Change	
Average Vehicle Hours of Delay by Day of Week at 60 mph		Largest Magnitude Decrease over one year ago Tuesday -5.4%	Largest Magnitude Decrease over last quarter Saturday -10.5%
		Largest Magnitude Increase over one year ago Wednesday 6.2%	Largest Magnitude Increase over last quarter Friday 19.4%
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Weekdays		Largest Magnitude Weekday Decrease over one year ago 7 AM -4.9%	Largest Magnitude Weekday Decrease over last quarter 10 AM -23.9%
		Largest Magnitude Weekday Increase over one year ago 6 PM 16.1%	Largest Magnitude Weekday Increase over last quarter 5 PM 33.5%
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Saturdays		Largest Magnitude Saturday Decrease over one year ago 1 PM -19%	Largest Magnitude Saturday Decrease over last quarter 12 PM -50%
		Largest Magnitude Saturday Increase over one year ago 10 AM 22.6%	Largest Magnitude Saturday Increase over last quarter 5 PM 17.1%
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Sundays/Holidays		Largest Magnitude Sun./Holiday Decrease over one year ago 11 AM -37.2%	Largest Magnitude Sun./Holiday Decrease over last quarter 12 PM -44.4%
		Largest Magnitude Sun./Holiday Increase over one year ago 8 PM 49.2%	Largest Magnitude Sun./Holiday Increase over last quarter 5 PM 76.5%

Measure	Graph	Percentage Change	
<p><b>Total Vehicle Hours of Delay (VHD) by County at 35 mph</b></p>	<p>Hours (Millions)</p> <p>■ 2023 Q4 ■ 2024 Q3 ■ 2024 Q4</p> <p>Orange</p>	<p>Largest Magnitude Decrease over one year ago</p>	<p>Largest Magnitude Decrease over last quarter</p>
		-	-
		<p>Largest Magnitude Increase over one year ago</p>	<p>Largest Magnitude Increase over last quarter</p>
		<p>Orange 3.9% ↑</p>	<p>Orange 11.8% ↑</p>
<p><b>Average Non-Holiday Weekday Equivalent Lost Lane Mile Hours at 35 mph</b></p>	<p>Miles</p> <p>■ 2023 Q4 ■ 2024 Q3 ■ 2024 Q4</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>	<p>Largest Magnitude Decrease over one year ago</p>	<p>Largest Magnitude Decrease over last quarter</p>
		<p>Off-Peak Night -56.5% ↓</p>	-
		<p>Largest Magnitude Increase over one year ago</p>	<p>Largest Magnitude Increase over last quarter</p>
		<p>Off-Peak Day 20.7% ↑</p>	<p>PM Peak 21.7% ↑</p>
<p><b>Average Number of Good and Bad Detectors</b></p>	<p>Number of Detectors</p> <p>■ Average of Good ■ Average of Bad</p> <p>2023 Q4    2024 Q3    2024 Q4</p>	<p>Change in Good over one year ago</p>	<p>Change in Good over last quarter</p>
		<p>-2% ↓</p>	<p>0%</p>
		<p>Change in Bad over one year ago</p>	<p>Change in Bad over last quarter</p>
		<p>3% ↑</p>	<p>-1% ↓</p>

Congestion by Route											
Route	County	Vehicle Hours of Delay at 35 mph			Difference 2024 Q4-2023 Q4		Difference 2024 Q4-2024 Q3		Rank		
		2023 Q4	2024 Q3	2024 Q4	Absolute	Percentage	Absolute	Percentage	2023 Q4	2024 Q3	2024 Q4
I405	Orange	395,101	323,925	476,511	81,411	20.6%	152,587	47.1%	2	2	1
I5	Orange	424,171	489,680	429,484	5,313	1.3%	-60,195	-12.3%	1	1	2
SR55	Orange	218,522	267,438	277,698	59,176	27.1%	10,260	3.8%	4	3	3
SR91	Orange	335,903	234,496	262,799	-73,104	-21.8%	28,303	12.1%	3	4	4
SR57	Orange	193,305	166,902	180,345	-12,959	-6.7%	13,443	8.1%	5	5	5
SR22	Orange	78,028	64,475	78,656	628	0.8%	14,181	22.0%	6	6	6
SR73	Orange	18,697	17,874	43,194	24,497	131.0%	25,320	141.7%	9	8	7
I605	Orange	27,056	22,561	28,303	1,246	4.6%	5,741	25.4%	7	7	8
SR133	Orange	1,343	536	4,074	2,730	203.2%	3,538	660.7%	10	10	9
SR241	Orange	22,686	4,886	448	-22,238	-98.0%	-4,438	-90.8%	8	9	10
SR261	Orange	158	201	106	-52	-33.1%	-95	-47.3%	11	11	11
SR74	Orange	5	5	5	0	0.0%	0	0.0%	12	12	12
SR142	Orange	3	3	3	0	0.0%	0	0.0%	13	13	13
SR1	Orange	0	0	0	0		0				
<b>TOTALS</b>		<b>1,714,979</b>	<b>1,592,982</b>	<b>1,781,626</b>	<b>66,648</b>	<b>3.9%</b>	<b>188,644</b>	<b>11.8%</b>			