

2024 Fourth Ouarter

EXECUTIVE SUMMARY

Overview

Caltrans District 6 is geographically diverse, and the second largest of the 12 Districts statewide, stretching from the southernmost part of Yosemite National Park in the north to the Mojave Desert. Also referred to as the Central Valley, District 6 encompasses Madera, Fresno, Tulare, Kings, and Kern counties. District 6 maintains and operates 476 miles of freeway and 1,554 miles of rural and urban highway. This District has the largest number of road miles in the State Highway System with 2,030 miles. Interstate 5 and State Route 99 span District 6, connecting the Central Valley to Northern and Southern California. These two routes and many others support substantial truck traffic for the agricultural base of the region.

The Mobility Performance Report (MPR) quarterly analysis compares current data with information from the same quarter of the previous year, and from the previous quarter using the following performance measures:

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

This information is based on continuous data collected by automated vehicle detector stations deployed on urban-area freeways with recurrent congestion. The MPR presents congestion delay information at two speed thresholds: delay from vehicles traveling below 35 miles per hour (mph),

and delay from vehicles traveling below 60 miles per hour (mph). The delay at the 35 miles per hour (mph) threshold represents severe congestion while delay at 60 mph represents all congestion. The criteria for speed thresholds are set by Caltrans and are based on engineering experience and District input.

FINDINGS

In the fourth quarter of 2024, total delay equaled approximately 617,200 vehicle hours of delay (VHD) at the 35mph speed threshold, an increase of an approximately 95.6 percent compared to last quarter (third quarter of 2024). The average (non-holiday) weekday of vehicle hours of delay experienced in this quarter was approximately 6895 VHD (compares to 3751 VHD in last quarter) at 35mph speed threshold, an increase of approximately 83.8 percent. Total delay in VHD at 60mph speed threshold was calculated at approximately 2.07 million VHD, an increase of approximately 28.1 percent compared to the previous quarter (1.61 million VHD, rounded off to 1.6 million VHD) of 2024. The average (non-holiday) weekday of vehicle hours of delay was reported as 25,822 (rounded off to 26,000) VHD at 60mph speed threshold, which also increases approximately 22.5 percent compare to previous quarter (21,072 VHD for 2024 Quarter 3). PEMS reports that SR 41 and SR 99 in Fresno and Kern Counties continue to show the largest congestion among five counties in the District. Vehicle Miles Traveled (VMT) was reported at an approximately 2.36 billion vehicle miles which slightly increases about 1 percent compared to the last quarter (2.34 billion); comparing to quarter 4 of last year (Q4 in 2023), VMT in this quarter increases approximately 4.7 percent.

Overall, for this quarter, total vehicle-hour of delay at 35mph increase approximately 95.6 percent compared to the last quarter and the total vehicle-hour of delay at 60mph increases approximately 28.1 percent, compared to the third quarter of 2024.

District 06

For this quarter, the total number of functional detectors in the district maintains as 1960 detectors. The Performance Measure System (PEMS) reported approximately 2 percent increase in good detectors compared to the last quarter and increase of approximately 16 percent in bad detectors compared to last quarter. The average number of good as well as bad detectors are illustrated in the graph at the end of this report.

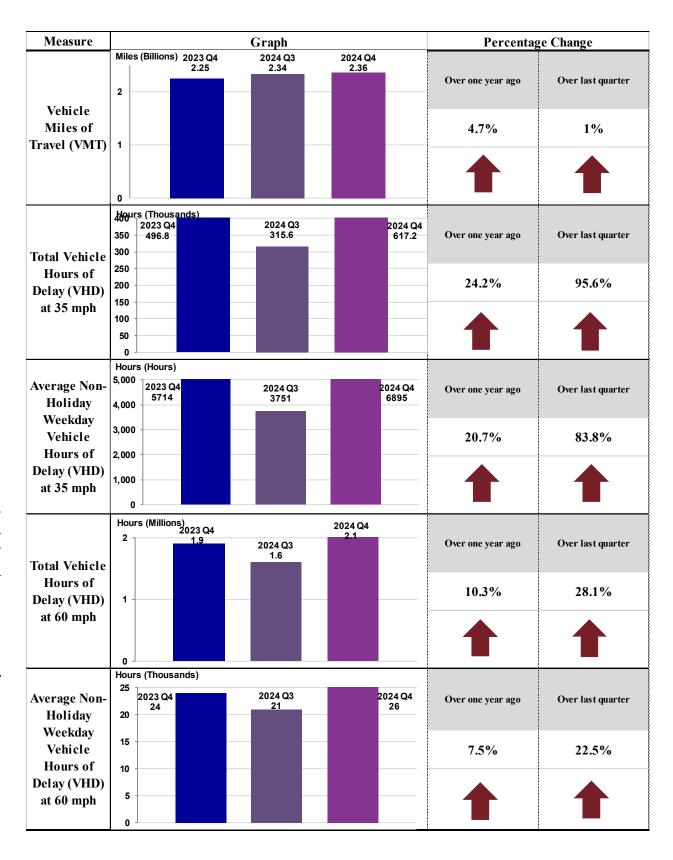
<u>Top Ten Bottlenecks for Quarter 4 – 2024</u>

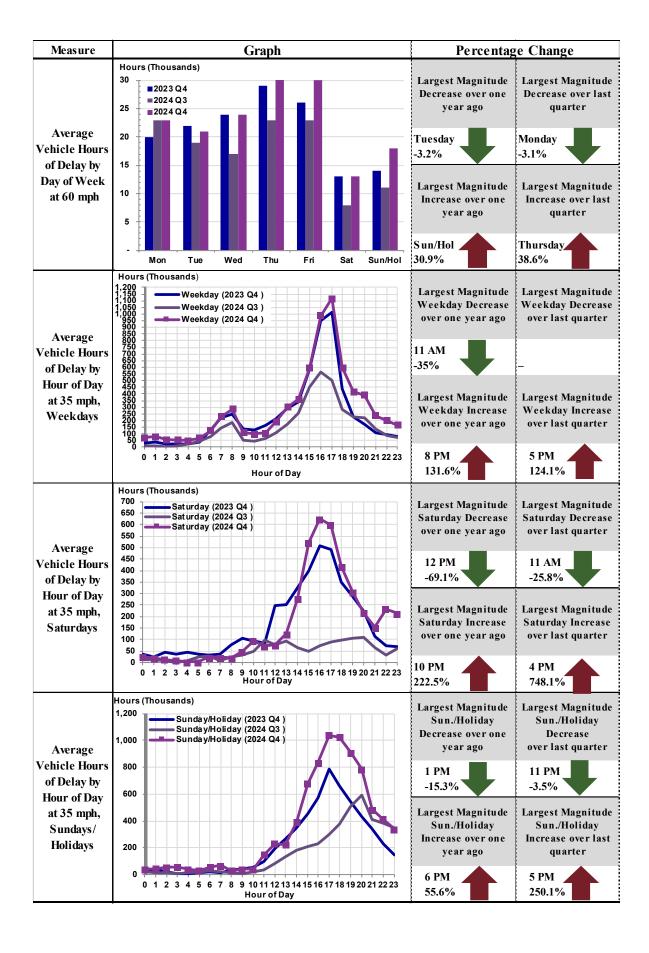
County	Fwy	Locations	Туре	Shift	Abs PM	CA PM	Latitude	Longitude	# Days Active	Avg Extent (Miles)	Total Delay (Veh-hrs)	Avg Duration (mins)
Fresno	41 N	McKinley Ave.	ML	PM	127.09	25.3405	36.77	-119.78	58	0.96	7,291.10	4,980.00
Fresno	41 S	Shaw Ave	ML	PM	130.15	28.395	36.81	-119.79	57	1.61	21,800.90	6,870.00
SFresno	99 N	N. O Nielsen Ave	ML	PM	134.65	22.31	36.75	-119.82	56	0.83	8,258.60	7,310.00
% resno	41 N	Clinton Ave.	ML	PM	127.63	25.8805	36.77	-119.78	53	1.69	9,010.10	3,585.00
Fresno	99 S	Olive Ave	ML	PM	135.53	23.21	36.76	-119.83	52	1.37	8,169.40	4,875.00
Sresno	99 S	Olive Ave	ML	AM	135.53	23.21	36.76	-119.83	47	1.35	6,864.60	3,375.00
Fresno	99 S	N. O Clinton Ave	ML	AM	137.46	25.146	36.78	-119.85	46	1.11	5,345.50	2,690.00
Fresno	180 W	Fulton Street	ML	PM	33.62	57.152	36.75	-119.80	39	0.32	932.40	3,300.00
of resno	99 S	McKinley Ave.	ML	AM	136.07	23.75	36.76	-119.83	38	1.02	1,718.10	1,205.00
til resno	99 N	Stanislaus Street	ML	PM	133.35	21.0105	36.73	-119.80	33	0.23	589.20	1,910.00

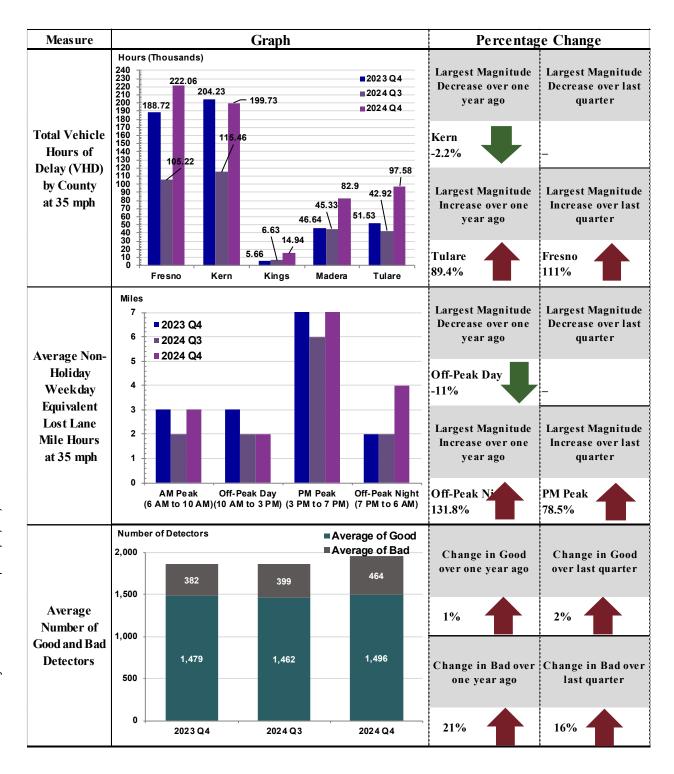
For this fourth quarter of 2024, PEMS reports the District's top ten bottleneck locations as shown in the above table. The majority of district's top bottleneck locations are mainly on SR 41, and SR 99 in the City of Fresno in Fresno County. The listed bottleneck locations on the table are the recurrent congestion locations during peak hours and they have been occasionally observed

in the past quarters. PEMS also reported bottlenecks on SR 41 near Ashlan Avenue overcrossing Fresno County. However, the District suspected that bottleneck at this location was caused by landscaping upgrade project in the area. It is thus eliminated from the top ten bottleneck locations in this report. PEMS also reported bottlenecks on SR 99 near Avenue 9 interchange Madera County. However, the District suspected that bottleneck at this location was caused by high-speed rail related construction projects (on Avenue 9 east of the interchange) in the area. It is thus eliminated from the top ten bottleneck locations in this report. The above bottleneck locations are selected as the top ten bottleneck locations in the District for this quarter. Active bottlenecks are defined (or computed by PeMS) as delay (VHD) be at least 20 percent of all weekdays during the quarter, persisted for at least 15 minutes on average, and caused more than 100 vehicle hours of delay (VHD) per weekday.

Quarterly Mobility Statistics







Congestion by Route

Absolute

-9670

21588.7

59098.9

43556.5

36115.8

9202.8

2489.5

5327.9

4618.8

333.5

-663.2

141.3

15.5

1.8

7.5

120,427

-16443.2

-15604.3

-19691.1

Difference

2024 Q4-2023 Q4

Percentage

-8%

32%

202%

97%

77%

15%

-24%

37%

-70%

200%

247%

13%

-96%

-59%

2944%

272%

11%

2500%

24.2%

Difference

2024 Q4-2024 Q3

46628.7

38673.9

58870.5

52260.2

37531.4

32845.5

22375.7

2397.1

1827.2

4563.5

3642.1

917

-908.4

105.9

120.9

-0.6

-83.5

-119

301,648

Rank

2

6

5

3

4

7

8

9

10

11

12

13

14

17

18

16

15

1

2

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

1

2

7

6

5

4

3

10

8

11

13

12

9

14

17

16

15

18

Absolute | Percentage | 2023 Q4 | 2024 Q3 | 2024 Q4

75%

75%

200%

145%

83%

85%

79%

35%

27%

133%

128%

44%

-60%

30%

480%

-3%

-82%

-94%

95.6%

Vehicle Hours of Delay

at 35 mph

2024 Q3

62492.9

51309.8

29487.5

36026.4

45199.2

38620.0

28272.6

6894.6

6769.8

3432.7

2849.7

2069.7

1507.3

349.9

25.2

21.8

102.1

126.8

315,558

2024 Q4

109121.6

89983.7

88358.0

88286.6

82730.6

71465.5

50648.3

9291.7

8597.0

7996.2

6491.8

2986.7

598.9

455.8

146.1

21.2

18.6

7.8

617,206

2023 Q4

118791.6

68395.0

29259.1

44730.1

46614.8

62262.7

66252.6

6802.2

28288.1

2668.3

1873.0

2653.2

17042.1

1119.0

4.8

5.7

16.8

0.3

496,779

Route

SR99

15

15

SR99

SR99

SR99

SR41

SR198

SR180

SR198

SR168

SR58

SR41

SR41

SR46

SR152

SR178

15

County

Kern

Kern

Fresno

Tulare

Madera

Fresno

Fresno

Tulare

Fresno

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Kings

Fresno

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TOTALS

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