

# District 06 Mobility Performance Report

2024 Fourth Quarter

**DEPARTMENT OF TRANSPORTATION**

January 28, 2025  
: D06 – Traffic Operations

2024 Fourth Quarter

## 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.

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.

### Top Ten Bottlenecks for Quarter 4 – 2024

County	Fwy	Locations	Type	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
Fresno	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
Fresno	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
Fresno	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
Fresno	99 S	McKinley Ave.	ML	AM	136.07	23.75	36.76	-119.83	38	1.02	1,718.10	1,205.00
Fresno	99 N	Stanislaus Street	ML	PM	133.35	21.0105	36.73	-119.80	33	0.23	589.20	1,910.00

Mobility Performance Report L1/28/2025

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

District 06

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

Measure	Graph	Percentage Change	
Vehicle Miles of Travel (VMT)	<p>Miles (Billions)</p> <p>2023 Q4: 2.25 2024 Q3: 2.34 2024 Q4: 2.36</p>	Over one year ago	Over last quarter
		4.7%	1%
		↑	↑
Total Vehicle Hours of Delay (VHD) at 35 mph	<p>Hours (Thousands)</p> <p>2023 Q4: 496.8 2024 Q3: 315.6 2024 Q4: 617.2</p>	Over one year ago	Over last quarter
		24.2%	95.6%
		↑	↑
Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 35 mph	<p>Hours (Hours)</p> <p>2023 Q4: 5714 2024 Q3: 3751 2024 Q4: 6895</p>	Over one year ago	Over last quarter
		20.7%	83.8%
		↑	↑
Total Vehicle Hours of Delay (VHD) at 60 mph	<p>Hours (Millions)</p> <p>2023 Q4: 1.9 2024 Q3: 1.6 2024 Q4: 2.1</p>	Over one year ago	Over last quarter
		10.3%	28.1%
		↑	↑
Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 60 mph	<p>Hours (Thousands)</p> <p>2023 Q4: 24 2024 Q3: 21 2024 Q4: 26</p>	Over one year ago	Over last quarter
		7.5%	22.5%
		↑	↑

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
		Tuesday -3.2% ↓	Monday -3.1% ↓
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 AM -35% ↓	-
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 PM -69.1% ↓	11 AM -25.8% ↓
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
		1 PM -15.3% ↓	11 PM -3.5% ↓
		Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter
		Sun/Hol 30.9% ↑	Thursday 38.6% ↑
		8 PM 131.6% ↑	5 PM 124.1% ↑
		10 PM 222.5% ↑	4 PM 748.1% ↑
		6 PM 55.6% ↑	5 PM 250.1% ↑

Measure	Graph	Percentage Change	
Total Vehicle Hours of Delay (VHD) by County at 35 mph	<p>Hours (Thousands)</p>	Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter
		Kern -2.2% ↓	—
		Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter
		Tulare 89.4% ↑	Fresno 111% ↑
Average Non-Holiday Weekday Equivalent Lost Lane Mile Hours at 35 mph	<p>Miles</p>	Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter
		Off-Peak Day -11% ↓	—
		Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter
		Off-Peak Night 131.8% ↑	PM Peak 78.5% ↑
Average Number of Good and Bad Detectors	<p>Number of Detectors</p>	Change in Good over one year ago	Change in Good over last quarter
		1% ↑	2% ↑
		Change in Bad over one year ago	Change in Bad over last quarter
		21% ↑	16% ↑



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
SR99	Kern	118791.6	62492.9	109121.6	-9670	-8%	46628.7	75%	1	1	1
I5	Kern	68395.0	51309.8	89983.7	21588.7	32%	38673.9	75%	2	2	2
I5	Fresno	29259.1	29487.5	88358.0	59098.9	202%	58870.5	200%	7	6	3
SR99	Tulare	44730.1	36026.4	88286.6	43556.5	97%	52260.2	145%	6	5	4
SR99	Madera	46614.8	45199.2	82730.6	36115.8	77%	37531.4	83%	5	3	5
SR99	Fresno	62262.7	38620.0	71465.5	9202.8	15%	32845.5	85%	4	4	6
SR41	Fresno	66252.6	28272.6	50648.3	-15604.3	-24%	22375.7	79%	3	7	7
SR198	Tulare	6802.2	6894.6	9291.7	2489.5	37%	2397.1	35%	10	8	8
SR180	Fresno	28288.1	6769.8	8597.0	-19691.1	-70%	1827.2	27%	8	9	9
I5	Kings	2668.3	3432.7	7996.2	5327.9	200%	4563.5	133%	11	10	10
SR198	Kings	1873.0	2849.7	6491.8	4618.8	247%	3642.1	128%	13	11	11
SR168	Fresno	2653.2	2069.7	2986.7	333.5	13%	917	44%	12	12	12
SR58	Kern	17042.1	1507.3	598.9	-16443.2	-96%	-908.4	-60%	9	13	13
SR41	Kings	1119.0	349.9	455.8	-663.2	-59%	105.9	30%	14	14	14
SR41	Madera	4.8	25.2	146.1	141.3	2944%	120.9	480%	17	17	15
SR46	Kern	5.7	21.8	21.2	15.5	272%	-0.6	-3%	16	18	16
SR152	Madera	16.8	102.1	18.6	1.8	11%	-83.5	-82%	15	16	17
SR178	Kern	0.3	126.8	7.8	7.5	2500%	-119	-94%	18	15	18
<b>TOTALS</b>		<b>496,779</b>	<b>315,558</b>	<b>617,206</b>	<b>120,427</b>	<b>24.2%</b>	<b>301,648</b>	<b>95.6%</b>			