

District 06 Mobility Performance Report

2025 Second Quarter

DEPARTMENT OF TRANSPORTATION

Definitions

- **Vehicle Miles of Travel (VMT):** Total miles driven by all the vehicles over a freeway segment during a specified time period. When plotted over a spatial segment, this quantity is simply the sum of VMT from the individual detectors. Users can query VMT reports for any freeway (or segment) available in PeMS. At a freeway segment page in PeMS, users can select the VMT reports by using the Performance pull-down menu and selecting Aggregates. There are three types of Aggregates reports: Time Series, Time of Day, and Day of Week.
- **Vehicle Hours of Delay (VHD):** Amount of extra time spent by all the vehicles beyond the time it takes to traverse a freeway segment at a threshold speed. In other words, it is the amount of additional time that vehicles spend on the roadway due to congestion. PeMS can compute the amount of delay using different threshold speeds (i.e., 35, 40, 45, 50, 55, 60, and 65 miles per hour)
- **Lost Lane Miles Hours (equivalent lost productivity):** Number of lane-mile-hours that are lost due to the freeway operating under congested conditions. When the freeway is in congestion - speed is below 35 mph - PeMS find the ratio between the measured flow and the capacity for this location. This drop in capacity is caused by the freeway is operating in congested conditions instead of in free flow)
- **Detection Health:** Detectors can malfunction for many reasons. For some detectors, this is an intermittent problem. For other detectors, the problem is recurrent. PeMS devotes a large amount of its computing resources to identifying bad detectors and calculating health diagnostics to help users evaluate data quality and to help those responsible for detector maintenance.
- **Bottleneck:** Location where the traffic demand exceeds the available capacity of the roadway facility. Characteristics include reduction in speeds, congestion, queuing, and delay. PeMS can identify a bottleneck at a particular detector where there is a persistent drop in speed from the detector immediately upstream.

District 06 Mobility Performance Report

2025 Second Quarter

EXECUTIVE SUMMARY

Overview

The Quarterly Mobility Performance Report (MPR) evaluates key traffic performance metrics by comparing current conditions with both the previous quarter and the same period from the prior year. This report provides information on the following performance measures:

- Vehicle Miles Traveled (VMT)
- Vehicle Hours of Delay (VHD)
- Lost Lane Mile Hours
- Detection Health

The information in this report is based on daily data collected 24 hours a day by automated vehicle detector stations across the State Highway System.

Vehicular delay is assessed using two speed thresholds:

- Below 60 mph: Indicates both light and heavy congestion
- Below 35 mph: Indicates severe congestion

Through engineering judgment, Caltrans uses these thresholds and performance measures to identify bottleneck locations and assess congestion severity.

FINDINGS

Summary

- In this Second quarter (April to July of 2025), Vehicle Miles Travel (VMT) across all District 6 freeways was 4.05 billion miles, an increase of 85.3 percent from the previous quarter.
- There were 1.8 million Vehicle Hours of Delay (VHD) at the 60-mph speed threshold, an increase of 0.3 percent over the previous quarter and an increase of 17.3 percent from a year ago.
- 736 thousand of the 1.8 million Vehicle Hours of Delay (VHD) were generated in Fresno County, 569 thousand VHD were generated in Kern County, 94 thousand VHD were generated in Kings County, 218 thousand VHD were generated in Madera County, and 233 thousand VHD were generated in Tulare County.
- In this quarter, about 60 percent of the total delay in District 6 at the 35-mph speed threshold was generated from 4 freeways: I-5 (Fresno) (19%), I-5 (Kern) (16%), SR-99 (Fresno) (13%), and SR-99 (Kern) (12%).
- These delays were equivalent to 9 Lost Lane Miles Hours (LLM)* from the freeway network during the PM Peak Period, compared to 8 LLM from the previous quarter.
- The average weekday daily delay in this quarter was approximately 6147 VHD at a 35-mph speed threshold, and 24 VHD at 60-mph speed thresholds (20.4 percent increase and 3.1 Percent decrease, respectively, over the previous quarter.)
- Mondays are the most congested days of the week in this quarter than Fridays. Morning peak hour was at 8:00 AM. Afternoon peak hour was at 5:00 PM. The peak periods extended from 6:00 AM to 10:00 AM and from 3:00 PM to 7:00 PM.
- Weekend's peak hour (Saturday and Sunday) was at 4:00 PM, and the peak period extended between 1:00 PM and 6:00 PM.

- By the end of the Second quarter, loop detectors in good service condition account for 77.9 percent of the total loops, while 22.1 percent of total loop detectors are nonoperational.

Bottleneck Locations

Table 1: Top 20 Bottlenecks for the 2024 Calendar Year:

Location	County	Route	Name	Peak Period (AM/PM)	Abs Postmile (Miles)	CA Postmile (Miles)	Days Observed (Days)	Avg Extent (Miles)	Total Delay (vehicle-hours)	Total Duration (Minutes)
1	FRE	SR41-S	SHAW AVE DT 41 SB	PM	130.15	28.395	208	1.31	53,329.30	20,780.00
2	MAD	SR99-N	AVENUE 9 99 NB	PM	147.51	3.55	163	1.78	34,032.20	18,205.00
3	FRE	SR41-N	CLINTON AVE 41 NB	PM	127.63	25.8805	189	1.56	27,098.50	11,225.00
4	FRE	SR41-N	MCKINLEY AVE DT 41 NB	PM	127.09	25.3405	226	0.91	26,794.20	17,950.00
5	FRE	SR99-N	RTE 99 N-O NIELSEN AVE NB	PM	134.65	22.31	220	0.66	23,130.00	23,340.00
6	FRE	SR99-S	OLIVE AVE 99 SB	PM	135.53	23.21	186	1.21	22,740.70	14,725.00
7	FRE	SR99-S	RTE 99 N-O CLINTON	AM	137.46	25.146	129	1.15	12,732.80	6,555.00
8	FRE	SR99-S	OLIVE AVE 99 SB	AM	135.53	23.21	129	1.26	12,722.00	7,040.00
9	FRE	SR41-S	SHAW AVE DT 41 SB	AM	130.15	28.395	111	1.55	11,470.90	4,460.00
10	MAD	SR99-S	AT AVENUE 13 SB	PM	152.69	8.742	83	1.22	10,757.90	5,355.00
11	FRE	SR41-N	SHIELDS AVE DT 41 NB	PM	128.31	26.5605	65	1.79	10,321.70	3,055.00
12	FRE	SR99-S	JENSEN AVE	PM	130.79	18.474	74	0.96	9,219.20	4,345.00
13	MAD	SR99-N	N OF AVENUE 9 (AVE 10) 99 NB	PM	148.89	4.923	22	4.02	9,092.80	1,720.00
14	MAD	SR99-S	RTE 99 S-O AVENUE 12 SB	PM	150.90	6.962	32	2.72	8,810.90	2,395.00
15	FRE	SR99-N	NB 99 AT MOUNTAIN VIEW	PM	116.09	3.739	37	1.40	8,268.00	2,820.00
16	MAD	SR99-N	99 N-O SAN JOAQUIN RIVER NB	PM	144.42	0.47	78	0.87	7,945.70	6,310.00
17	FRE	SR99-S	MCKINLEY AVE 99 SB	AM	136.07	23.75	164	0.91	7,937.50	6,640.00
18	MAD	SR99-S	RTE 99 AT AVE 12 SB	PM	151.51	7.571	47	1.90	7,907.30	2,690.00
19	FRE	SR41-S	ASHLAN AVE 41 SB	PM	129.10	27.3505	104	0.64	7,809.00	6,500.00
20	MAD	SR99-N	RTE 99 AT AVE 21 1-2 NB	PM	164.55	20.56	32	1.80	7,623.60	2,300.00

Table 2: Top 10 Bottlenecks for the 2025 Second Quarter:

Location	County	Route	Name	Peak Period (AM/PM)	Abs Postmile (Miles)	CA Postmile (Miles)	Days Observed (Days)	Avg Extent (Miles)	Total Delay (vehicle-hours)	Total Duration (Minutes)
1	FRE	SR41-S	SHAW AVE DT 41 SB	PM	130.15	28.395	56	1.40	14,023.40	5,720.00
2	MAD	SR99-N	AVENUE 9 99 NB	PM	147.51	3.55	62	1.53	13,474.80	8,985.00
3	MAD	SR99-S	RTE 99 AT AVE 12 SB	PM	151.51	7.571	48	1.88	10,828.30	4,155.00
4	FRE	SR41-N	MCKINLEY AVE DT 41 NB	PM	127.09	25.3405	60	0.80	8,632.60	6,590.00
5	FRE	SR99-S	OLIVE AVE 99 SB	PM	135.53	23.21	53	1.39	8,445.60	4,810.00
6	FRE	SR41-S	ASHLAN AVE 41 SB	PM	129.10	27.3505	33	2.10	7,037.80	1,880.00
7	FRE	SR99-N	RTE 99 N-O NIELSEN AVE NB	PM	134.65	22.31	61	0.57	6,934.80	7,810.00
8	MAD	SR99-N	RTE 99 AT AVE 21 1-2 NB	PM	164.55	20.56	16	1.80	4,117.20	1,195.00
9	MAD	SR99-N	99 N-O SAN JOAQUIN RIVER NB	PM	144.42	0.47	44	0.70	4,053.10	5,485.00
10	FRE	SR99-N	N-O HERNDON AVE NB	PM	143.41	31.07	23	0.60	3,828.30	2,235.00

Bottleneck Mitigation Projects:

Location 2: MAD SR 99 NB at Avenue 9, Postmile (PM) 3.55

EA 06-0H220, 06/04/2029

Widening from 4-Lane To 6-Lane Freeway

Location: Madera County from north of the Fresno-Madera County line to north of Avenue 12, PM 000.100 to PM 008.100.

EA 06-0H22U, 06/04/2029

Rehab and Lane Additions on State Route 99

Location: Madera County from 000.700 miles north of Avenue 7 to Avenue 12, PM 000.100 to PM 008.100.

Location 3: MAD SR 99 SB at Avenue 12, Postmile (PM) 7.571

EA 06-0H220, 06/04/2029

Widening from 4-Lane To 6-Lane Freeway

Location: Madera County from north of the Fresno-Madera County line to north of Avenue 12, PM 000.100 to PM 008.100.

EA 06-0H22U, 06/04/2029

Rehab and Lane Additions on State Route 99

Location: Madera County from 0.7 miles north of Avenue 7 to Avenue 12, PM 000.100 to PM 008.100.

Location 6: FRE SR 41 SB at Ashlan Ave, Postmile (PM) 27.3505

EA 06-0W170, 11/12/2025

Remove ac payment. Widen the travel way and construct a retaining wall.

Location: Fresno County from 0.1 miles south of Ashlan Ave Overcrossing to Shaw Ave Overcrossing, PM R027.400 to PM R028.500.

Location 7: FRE SR 99 NB north of Nielsen Ave, Postmile (PM) 22.31

EA 06-0W800, 07/16/2030

Roadway Rehabilitation 3r.

Location: In Fresno from 0.2 mi south of El Dorado St. To Clinton Ave, PM 021.200 to PM 024.2400.

Location 9: MAD SR 99 NB north of San Joaquin River, Postmile (PM) 0.47

EA 06-0H220, 06/04/2029

Widening from 4-Lane To 6-Lane Freeway

Location: Madera County from north of the Fresno-Madera County line to north of Avenue 12, PM 000.100 to PM 008.100.

EA 06-0H22U, 06/04/2029

Rehab and Lane Additions on State Route 99

Location: Madera County from 000.700 miles north of Avenue 7 to Avenue 12, PM 000.100 to PM 008.100.

Quarterly Mobility Statistics

The following figures show a summary of the performance across all state routes in the districts.

Measure	Graph	Percentage Change									
Vehicle Miles of Travel (VMT)	Miles (Billions) <table><tr><th>Quarter</th><th>VMT (Billions)</th></tr><tr><td>2024 Q2</td><td>2.3</td></tr><tr><td>2025 Q1</td><td>2.19</td></tr><tr><td>2025 Q2</td><td>4.05</td></tr></table>	Quarter	VMT (Billions)	2024 Q2	2.3	2025 Q1	2.19	2025 Q2	4.05	Over one year ago	Over last quarter
		Quarter	VMT (Billions)								
		2024 Q2	2.3								
		2025 Q1	2.19								
2025 Q2	4.05										
76.4%	85.3%										
↑	↑										
Total Vehicle Hours of Delay (VHD) at 35 mph	Hours (Millions) <table><tr><th>Quarter</th><th>VHD (Millions)</th></tr><tr><td>2024 Q2</td><td>365.1</td></tr><tr><td>2025 Q1</td><td>427.3</td></tr><tr><td>2025 Q2</td><td>506</td></tr></table>	Quarter	VHD (Millions)	2024 Q2	365.1	2025 Q1	427.3	2025 Q2	506	Over one year ago	Over last quarter
		Quarter	VHD (Millions)								
		2024 Q2	365.1								
		2025 Q1	427.3								
2025 Q2	506										
38.6%	18.4%										
↑	↑										
Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 35 mph	Hours (Thousands) <table><tr><th>Quarter</th><th>VHD (Thousands)</th></tr><tr><td>2024 Q2</td><td>4688</td></tr><tr><td>2025 Q1</td><td>5106</td></tr><tr><td>2025 Q2</td><td>6147</td></tr></table>	Quarter	VHD (Thousands)	2024 Q2	4688	2025 Q1	5106	2025 Q2	6147	Over one year ago	Over last quarter
		Quarter	VHD (Thousands)								
		2024 Q2	4688								
		2025 Q1	5106								
2025 Q2	6147										
31.1%	20.4%										
↑	↑										
Total Vehicle Hours of Delay (VHD) at 60 mph	Hours (Millions) <table><tr><th>Quarter</th><th>VHD (Millions)</th></tr><tr><td>2024 Q2</td><td>1.6</td></tr><tr><td>2025 Q1</td><td>1.8</td></tr><tr><td>2025 Q2</td><td>1.8</td></tr></table>	Quarter	VHD (Millions)	2024 Q2	1.6	2025 Q1	1.8	2025 Q2	1.8	Over one year ago	Over last quarter
		Quarter	VHD (Millions)								
		2024 Q2	1.6								
		2025 Q1	1.8								
2025 Q2	1.8										
17.3%	0.3%										
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Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 60 mph	Hours (Thousands) <table><tr><th>Quarter</th><th>VHD (Thousands)</th></tr><tr><td>2024 Q2</td><td>21</td></tr><tr><td>2025 Q1</td><td>25</td></tr><tr><td>2025 Q2</td><td>24</td></tr></table>	Quarter	VHD (Thousands)	2024 Q2	21	2025 Q1	25	2025 Q2	24	Over one year ago	Over last quarter
		Quarter	VHD (Thousands)								
		2024 Q2	21								
		2025 Q1	25								
2025 Q2	24										
14.9%	-3.1%										
↑	↓										

Measure	Graph	Percentage Change																																																																																																					
Average Vehicle Hours of Delay by Day of Week at 60 mph	<table><thead><tr><th>Day</th><th>2024 Q2</th><th>2025 Q1</th><th>2025 Q2</th></tr></thead><tbody><tr><td>Mon</td><td>25</td><td>24</td><td>29</td></tr><tr><td>Tue</td><td>19</td><td>23</td><td>22</td></tr><tr><td>Wed</td><td>17</td><td>28</td><td>20</td></tr><tr><td>Thu</td><td>20</td><td>24</td><td>23</td></tr><tr><td>Fri</td><td>23</td><td>23</td><td>26</td></tr><tr><td>Sat</td><td>8</td><td>10</td><td>10</td></tr><tr><td>Sun/Hol</td><td>10</td><td>12</td><td>13</td></tr></tbody></table>	Day	2024 Q2	2025 Q1	2025 Q2	Mon	25	24	29	Tue	19	23	22	Wed	17	28	20	Thu	20	24	23	Fri	23	23	26	Sat	8	10	10	Sun/Hol	10	12	13	Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter																																																																				
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Measure	Graph	Percentage Change	
Total Vehicle Hours of Delay (VHD) by County at 35 mph	Hours (Millions)	Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter
		-	Tulare -13.2%
		Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter
		Fresno 46.6%	Fresno 23.9%
Average Non-Holiday Weekday Equivalent Lost Lane Mile Hours at 35 mph	Miles	Largest Magnitude Decrease over one year ago	Largest Magnitude Decrease over last quarter
		-	AM Peak -10.1%
		Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter
		Off-Peak Night 194.8%	Off-Peak Night 146.7%
Average Number of Good and Bad Detectors	Number of Detectors	Change in Good over one year ago	Change in Good over last quarter
		8%	0%
		Change in Bad over one year ago	Change in Bad over last quarter
		-3%	0%

Congestion by Route											
Route	County	Vehicle Hours of Delay at 35 mph			Difference 2025 Q2-2024 Q2		Difference 2025 Q2-2025 Q1		Rank		
		2024 Q2	2025 Q1	2025 Q2	Absolute	Percentage	Absolute	Percentage	2024 Q2	2025 Q1	2025 Q2
I5	Fresno	52,239	75,004	97,704	45,465	87.0%	22,700	30.3%	3	1	1
I5	Kern	37,225	40,679	81,379	44,155	118.6%	40,701	100.1%	5	7	2
SR99	Fresno	63,485	54,733	64,526	1,042	1.6%	9,793	17.9%	2	5	3
SR99	Kern	95,173	57,705	60,023	-35,150	-36.9%	2,318	4.0%	1	4	4
SR41	Fresno	31,797	44,633	58,668	26,871	84.5%	14,035	31.4%	6	6	5
SR99	Madera	43,550	60,445	53,385	9,835	22.6%	-7,060	-11.7%	4	2	6
SR99	Tulare	24,468	57,759	45,251	20,783	84.9%	-12,508	-21.7%	7	3	7
SR198	Tulare	4,094	8,383	12,167	8,072	197.2%	3,783	45.1%	9	10	8
SR198	Kings	1,786	10,673	11,863	10,078	564.3%	1,190	11.2%	10	8	9
I5	Kings	1,388	4,355	8,853	7,465	537.8%	4,498	103.3%	11	11	10
SR180	Fresno	7,335	8,563	5,771	-1,565	-21.3%	-2,792	-32.6%	8	9	11
SR168	Fresno	1,111	1,625	1,916	805	72.5%	291	17.9%	13	13	12
SR58	Kern	1,150	2,043	1,777	627	54.6%	-265	-13.0%	12	12	13
SR41	Kings	7	16	1,465	1,458	20244.4%	1,449	9170.9%	17	16	14
SR41	Madera	24	640	1,274	1,250	5209.6%	635	99.2%	15	14	15
SR46	Kern	292	5	20	-272	-93.2%	15	284.6%	14	18	16
SR178	Kern	9	40	0	-9	-96.6%	-40	-99.2%	16	15	17
SR152	Madera	1	10	0	-1	-100.0%	-10	-100.0%	18	17	
TOTALS		365,133	427,309	506,041	140,909	38.6%	78,733	18.43%			