District 12 Mobility Performance Report

2022 1st Quarter

DEPARTMENT OF TRANSPORTATION

April 30, 2022 District 12 Traffic Operations Northwest

EXECUTIVE SUMMARY

2022 1st Quarter

Overview

Caltrans District 12 (Orange County) is located in southern California and is neighbors with District 7 (Los Angeles), District 8 (San Bernardino), and District 11 (San Diego). As of April 1, 2020, the total population in Orange County was 3,010,232. The jurisdictional boundaries of Orange County encompass a metropolitan area of 794 square miles, including 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 sixthmost 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)
- o 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 1st quarter of 2022, total delay equaled to 1.2 million vehicle hours of delay (VHD) at the 35 MPH speed threshold and 4.2 million VHD at 60 MPH threshold. Compared to the previous quarter, there was a 26.5 percent decrease in 35 MPH VHD and 19.0 percent decrease in 60 MPH VHD.

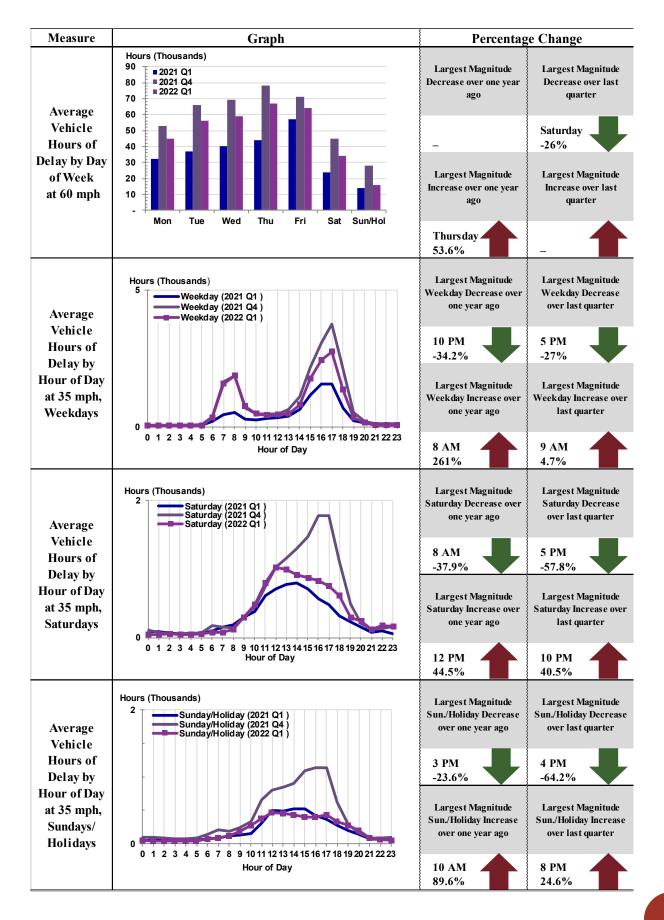
The average weekday VHD experienced in this quarter was approximately 16 thousand VHD at 35 MPH and 58 thousand VHD at 60 MPH. Compared to the previous quarter, there was 20.8 percent decrease in 35 MPH VHD and 12.9 percent decrease in 60 mph VHD.

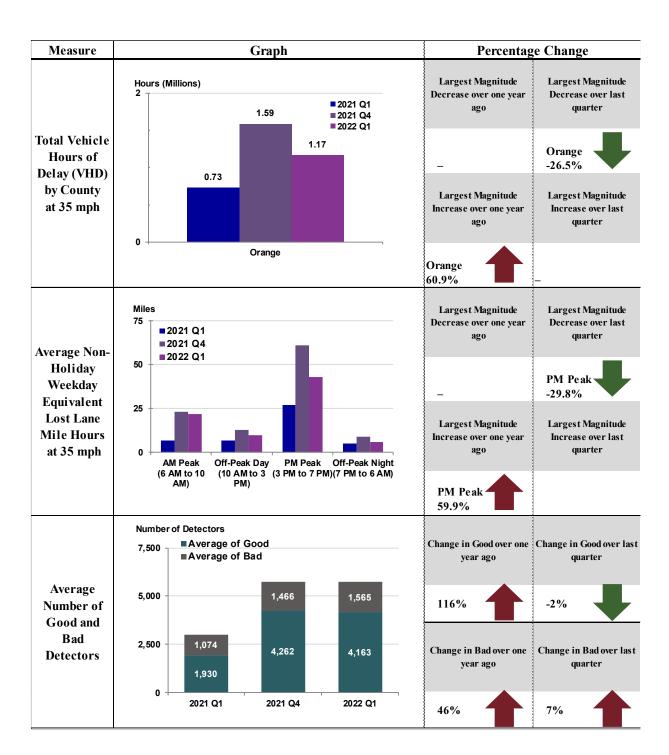
Top 10 Bottlenecks for the 1st Quarter of 2022

									#	Avg	Total	Total
					Abs	CA			Days	Extent	Delay	Duration
Со	Shift	Fwy	Dir	Name	PM	PM	Latitude	Longitude	Active	(Miles)	(veh-hrs)	(mins)
Ora	PM	1405	Ν	BROOKHUR1	13.51	13.74	33.70	-117.95	59	3.06	84,464.3	9,965
Ora	AM	1405	S	BROOKHURST2	13.58	13.81	33.71	-117.95	58	4.10	62,156.1	7,830
Ora	PM	15	Ν	TUSTIN RANCH	100.35	28.1	33.72	-117.80	52	3.51	30,353.3	10,905
Ora	PM	SR91	Е	W OF SCALES	31.72	R13.349	33.87	-117.76	46	3.58	26,636.0	7,485
Ora	AM	15	S	MAIN 1	105.19	33	33.77	-117.87	61	0.62	24,357.4	9,625
Ora	PM	SR91	Е	LAKEVIEW1	28.45	R10.08	33.85	-117.81	53	2.76	23,825.7	8,445
Ora	PM	1405	Ν	LOCATION 5013 NB	12.89	13.122	33.70	-117.94	52	1.82	21,517.9	2,705
Ora	PM	SR55	Ν	TAFT	15.78	15.8	33.82	-117.83	46	2.97	20,016.5	8,490
Ora	AM	SR57	S	NUTWOOD	6.76	17.41	33.88	-117.88	56	2.05	18,289.4	7,615
Ora	PM	15	S	RED ROBIN	91.53	19.33	33.62	-117.71	62	0.72	17,443.4	12,290

2022 Q1 Quarterly Mobility Statistics

Measure	Graph	Percentage Change			
Vehicle	Miles (Billions) 2021 Q4 2022 Q1 2021 Q1 3.21 3.11 2.82	Over one year ago			
Miles of Travel (VMT)	2	10.2% -3.1%			
	1 0	1 +			
Total Vehicle	Hours (Millions) 2	Over one year ago Over last quarter			
Hours of Delay (VHD) at 35 mph	1 2021 Q1 0.7	60.9% -26.5%			
	0				
Average Non- Holiday Weekday	Hours (Thousands) 25 2021 Q4 20 2022 Q1	Over one year ago Over last quarter			
Vehicle Hours of	15 2021 Q1 10 9	73.6% -20.8%			
Delay (VHD) at 35 mph	5	1			
Total Vehicle	Hours (Millions) 6 2021 Q4 5.2 2022 Q1 4.2	Over one year ago Over last quarter			
Hours of Delay (VHD) at 60 mph	4 2021 Q1 3 3.1	38% -19%			
at 00 mpn	1 0				
Average Non- Holiday	Hours (Thousands) 80 70 60 2021 Q4 67 2022 Q1 58	Over one year ago			
Weekday Vehicle Hours of	2021 Q1 40 40	38.7% -12.9%			
Delay (VHD) at 60 mph	30 20 10 0	1			





Congestion by Route

Difference 2022 Q1-2021 Q4

-27.2%

-30.5%

-25.9%

-15.7%

-25.8%

-10.1%

-55.0%

-47.4%

-44.2%

23.5%

-81.2%

-78.5%

-93.0%

-26.5%

-143,368

-95,694

-70,889

-23,968

-38,937

-9,869

-18,012

-12,643

-2,969

-3,444

-1,667

-421,940

-681

0

202

Rank

1

2

3

4

5

6

7

8

9

12

10

11

13

2

3

4

5

6

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12

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14

Difference

2022 Q1-2021 Q1

154,890

-1,882

104,687

89,562

40,761

54,197

-5,539

6,827

-2,236

441,852

-172

-12

-3

696

75

Route County 2021 Q1 2021 Q4 2022 Q1 Absolute Percentage Absolute Percentage 2021 Q1 2021 Q4 2022 Q1

67.6%

-0.9%

106.5%

230.5%

57.2%

160.8%

-27.3%

94.7%

22.8%

7.6%

-73.8%

-27.3%

-19.0%

-100.0%

60.9%

Vehicle Hours of Delay

at 35 mph

527,388

313,466

273,842

152,379

150,920

97,765

32,775

26,683

6,723

4,239

2,124

726,106 1,589,897 1,167,957

732

0

861

384,020

217,771

202,954

128,411

111,983

87,896

14,763

14,040

3,753

1,063

795

457

51

0

I5

SR91

I405

SR55

SR57

SR22

SR73

SR24

I605

SR142

SR133

SR74

SR261

SR1

Orange

TOTALS

229,130

219,653

98,267

38,849

71,223

33,698

20,302

7,213

3,057

3,031

989

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