

**2013 Q1 Quarterly Mobility Statistics
District 8**

| Measure | Graph | Percentage Change | | | | | | | | | | | | | |
|--|--|-------------------|-------------|----|----|------|------|------|--|------|--|--|------|-------------------|-------------------|
| Vehicle Miles of Travel (VMT) | <p>Miles (Billions)</p> <table border="1"> <tr><th>Year</th><th>Q1</th><th>Q4</th><th>Q1</th></tr> <tr><td>2012</td><td>3.1</td><td>5.5</td><td></td></tr> <tr><td>2013</td><td></td><td></td><td>5.1</td></tr> </table> | Year | Q1 | Q4 | Q1 | 2012 | 3.1 | 5.5 | | 2013 | | | 5.1 | Over one year ago | Over last quarter |
| | | Year | Q1 | Q4 | Q1 | | | | | | | | | | |
| 2012 | 3.1 | 5.5 | | | | | | | | | | | | | |
| 2013 | | | 5.1 | | | | | | | | | | | | |
| | | 63.9% ↑ | -6.7% ↓ | | | | | | | | | | | | |
| Total Vehicle Hours of Delay (VHD) at 35 mph | <p>Hours (Millions)</p> <table border="1"> <tr><th>Year</th><th>Q1</th><th>Q4</th><th>Q1</th></tr> <tr><td>2012</td><td>1.1</td><td>1.4</td><td></td></tr> <tr><td>2013</td><td></td><td></td><td>1.2</td></tr> </table> | Year | Q1 | Q4 | Q1 | 2012 | 1.1 | 1.4 | | 2013 | | | 1.2 | Over one year ago | Over last quarter |
| | | Year | Q1 | Q4 | Q1 | | | | | | | | | | |
| 2012 | 1.1 | 1.4 | | | | | | | | | | | | | |
| 2013 | | | 1.2 | | | | | | | | | | | | |
| | | 8.8% ↑ | -11.7% ↓ | | | | | | | | | | | | |
| Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 35 mph | <p>Hours (Thousands)</p> <table border="1"> <tr><th>Year</th><th>Q1</th><th>Q4</th><th>Q1</th></tr> <tr><td>2012</td><td>16.1</td><td>19.4</td><td></td></tr> <tr><td>2013</td><td></td><td></td><td>17.4</td></tr> </table> | Year | Q1 | Q4 | Q1 | 2012 | 16.1 | 19.4 | | 2013 | | | 17.4 | Over one year ago | Over last quarter |
| | | Year | Q1 | Q4 | Q1 | | | | | | | | | | |
| 2012 | 16.1 | 19.4 | | | | | | | | | | | | | |
| 2013 | | | 17.4 | | | | | | | | | | | | |
| | | 8.6% ↑ | -9.9% ↓ | | | | | | | | | | | | |
| Total Vehicle Hours of Delay (VHD) at 60 mph | <p>Hours (Millions)</p> <table border="1"> <tr><th>Year</th><th>Q1</th><th>Q4</th><th>Q1</th></tr> <tr><td>2012</td><td>3.4</td><td>4.1</td><td></td></tr> <tr><td>2013</td><td></td><td></td><td>3.9</td></tr> </table> | Year | Q1 | Q4 | Q1 | 2012 | 3.4 | 4.1 | | 2013 | | | 3.9 | Over one year ago | Over last quarter |
| | | Year | Q1 | Q4 | Q1 | | | | | | | | | | |
| 2012 | 3.4 | 4.1 | | | | | | | | | | | | | |
| 2013 | | | 3.9 | | | | | | | | | | | | |
| | | 15.6% ↑ | -5.4% ↓ | | | | | | | | | | | | |
| Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 60 mph | <p>Hours (Thousands)</p> <table border="1"> <tr><th>Year</th><th>Q1</th><th>Q4</th><th>Q1</th></tr> <tr><td>2012</td><td>47</td><td>56</td><td></td></tr> <tr><td>2013</td><td></td><td></td><td>54</td></tr> </table> | Year | Q1 | Q4 | Q1 | 2012 | 47 | 56 | | 2013 | | | 54 | Over one year ago | Over last quarter |
| | | Year | Q1 | Q4 | Q1 | | | | | | | | | | |
| 2012 | 47 | 56 | | | | | | | | | | | | | |
| 2013 | | | 54 | | | | | | | | | | | | |
| | | 15.5% ↑ | -3.8% ↓ | | | | | | | | | | | | |

Unofficial Statistics

**2013 Q1 Quarterly Mobility Statistics
District 8**

| 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 |
| | | - | Wednesday -14.1% |
| | | Largest Magnitude Increase over one year ago | Largest Magnitude Increase over last quarter |
| | | Friday 20% | Friday 11.1% |
| 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 |
| | | 8 AM -13% | 5 PM -12% |
| | | Largest Magnitude Weekday Increase over one year ago | Largest Magnitude Weekday Increase over last quarter |
| | | 5 PM 14% | 4 PM 3% |
| 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 |
| | | 5 PM -24% | 5 PM -41% |
| | | Largest Magnitude Saturday Increase over one year ago | Largest Magnitude Saturday Increase over last quarter |
| | | 2 PM 27% | 10 PM 214% |
| 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 |
| | | 10 AM -26% | 12 PM -38% |
| | | Largest Magnitude Sun./Holiday Increase over one year ago | Largest Magnitude Sun./Holiday Increase over last quarter |
| | | 2 PM 63% | 9 PM 119% |

Unofficial Statistics

**2013 Q1 Quarterly Mobility Statistics
District 8**

| Measure | Graph | Percentage Change | |
|---|-------|--|--|
| Total Vehicle Hours of Delay (VHD) by County at 35 mph | | Largest Magnitude Decrease over one year ago | Largest Magnitude Decrease over last quarter |
| | | Riverside -8% | Riverside -20% |
| Average Non-Holiday Weekday Equivalent Lost Lane Mile Hours at 35 mph | | Largest Magnitude Decrease over one year ago | Largest Magnitude Decrease over last quarter |
| | | - | AM Peak -18% |
| Average Number of Good and Bad Detectors | | Change in Good over one year ago | Change in Good over last quarter |
| | | 2% | 8% |
| | | Change in Bad over one year ago | Change in Bad over last quarter |
| | | 92% | 0.3% |

Unofficial Statistics

**2013 Q1 Quarterly Mobility Statistics
District 8**

| Congestion by Route | | | | | | | | | | | |
|---------------------|----------------|-------------------------------------|------------------|------------------|-------------------------------|-------------|-------------------------------|-------------|---------|---------|---------|
| Route | County | Vehicle Hours of Delay at 35 mph | | | Difference 2013 Q1-2012 Q1 | | Difference 2013 Q1-2012 Q4 | | Rank | | |
| | | 2012 Q1 | 2012 Q4 | 2013 Q1 | Absolute | Percentage | Absolute | Percentage | 2012 Q1 | 2012 Q4 | 2013 Q1 |
| SR-91 | Riverside | 441,701 | 461,735 | 334,449 | -107,252 | -24% | (127,286) | -28% | 1 | 1 | 1 |
| I-15 | Riverside | 133,841 | 184,608 | 161,530 | 27,688 | 21% | (23,078) | -13% | 3 | 2 | 2 |
| I-15 | San Bernardino | 73,913 | 161,307 | 157,187 | 83,274 | 113% | (4,120) | -3% | 6 | 3 | 3 |
| I-10 | San Bernardino | 157,436 | 134,347 | 127,683 | -29,753 | -19% | (6,664) | -5% | 2 | 4 | 4 |
| I-215 | Riverside | 128,462 | 126,341 | 125,902 | -2,560 | -2% | (440) | 0% | 4 | 5 | 5 |
| SR-60 | San Bernardino | 62,302 | 105,040 | 115,752 | 53,450 | 86% | 10,712 | 10% | 7 | 7 | 6 |
| SR-60 | Riverside | 75,531 | 110,132 | 81,082 | 5,551 | 7% | (29,050) | -26% | 5 | 6 | 7 |
| I-215 | San Bernardino | 31,132 | 63,808 | 68,081 | 36,950 | 119% | 4,273 | 7% | 8 | 8 | 8 |
| I-210 | San Bernardino | 27,060 | 30,579 | 42,123 | 15,062 | 56% | 11,543 | 38% | 9 | 9 | 9 |
| SR-71 | Riverside | 2,997 | 6,930 | 16,094 | 13,097 | 437% | 9,164 | 132% | 11 | 11 | 10 |
| I-10 | Riverside | 4,401 | 14,964 | 4,751 | 350 | 8% | (10,213) | -68% | 10 | 10 | 11 |
| SR-71 | San Bernardino | 416 | 2,846 | 4,253 | 3,837 | 922% | 1,407 | 49% | 12 | 12 | 12 |
| TOTALS | | 1,139,191 | 1,402,637 | 1,238,884 | 99,693 | 8.8% | -163,753 | -12% | | | |

Unofficial Statistics

**2013 Q2 Quarterly Mobility Statistics
District 8**

| Measure | Graph | Percentage Change | | | | | | | |
|---|--|-------------------|-------|------|------|------|------|-------------------|-------------------|
| Vehicle Miles of Travel (VMT) | <p>Miles (Billions)</p> <table border="1"> <tr><th>Year</th><th>Q2</th></tr> <tr><td>2012</td><td>3.2</td></tr> <tr><td>2013</td><td>4.9</td></tr> </table> | Year | Q2 | 2012 | 3.2 | 2013 | 4.9 | Over one year ago | Over last quarter |
| Year | Q2 | | | | | | | | |
| 2012 | 3.2 | | | | | | | | |
| 2013 | 4.9 | | | | | | | | |
| | | 54% | -3.9% | | | | | | |
| | | | | | | | | | |
| Total Vehicle Hours of Delay (VHD) at 35 mph | <p>Hours (Millions)</p> <table border="1"> <tr><th>Year</th><th>Q2</th></tr> <tr><td>2012</td><td>1.33</td></tr> <tr><td>2013</td><td>1.33</td></tr> </table> | Year | Q2 | 2012 | 1.33 | 2013 | 1.33 | Over one year ago | Over last quarter |
| Year | Q2 | | | | | | | | |
| 2012 | 1.33 | | | | | | | | |
| 2013 | 1.33 | | | | | | | | |
| | | -0.2% | 7.2% | | | | | | |
| | | | | | | | | | |
| Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 35 mph | <p>Hours (Thousands)</p> <table border="1"> <tr><th>Year</th><th>Q2</th></tr> <tr><td>2012</td><td>17.5</td></tr> <tr><td>2013</td><td>17.1</td></tr> </table> | Year | Q2 | 2012 | 17.5 | 2013 | 17.1 | Over one year ago | Over last quarter |
| Year | Q2 | | | | | | | | |
| 2012 | 17.5 | | | | | | | | |
| 2013 | 17.1 | | | | | | | | |
| | | -2.2% | -1.9% | | | | | | |
| | | | | | | | | | |
| Total Vehicle Hours of Delay (VHD) at 60 mph | <p>Hours (Millions)</p> <table border="1"> <tr><th>Year</th><th>Q2</th></tr> <tr><td>2012</td><td>3.7</td></tr> <tr><td>2013</td><td>4</td></tr> </table> | Year | Q2 | 2012 | 3.7 | 2013 | 4 | Over one year ago | Over last quarter |
| Year | Q2 | | | | | | | | |
| 2012 | 3.7 | | | | | | | | |
| 2013 | 4 | | | | | | | | |
| | | 8.5% | 2.4% | | | | | | |
| | | | | | | | | | |
| Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 60 mph | <p>Hours (Thousands)</p> <table border="1"> <tr><th>Year</th><th>Q2</th></tr> <tr><td>2012</td><td>49</td></tr> <tr><td>2013</td><td>52</td></tr> </table> | Year | Q2 | 2012 | 49 | 2013 | 52 | Over one year ago | Over last quarter |
| Year | Q2 | | | | | | | | |
| 2012 | 49 | | | | | | | | |
| 2013 | 52 | | | | | | | | |
| | | 6.5% | -3.4% | | | | | | |
| | | | | | | | | | |

Unofficial Statistics

**2013 Q2 Quarterly Mobility Statistics
District 8**

| 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 |
| | | Friday -2% | Friday -13.8% |
| 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 |
| | | 3 PM -24% | 5 PM -21% |
| 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 |
| | | 6 PM -41% | 7 PM -45% |
| 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 |
| | | 12 AM -61% | 9 PM -32% |
| | | Largest Magnitude Increase over one year ago | Largest Magnitude Increase over last quarter |
| | | Monday 16.9% | Saturday 19.8% |
| | | Largest Magnitude Weekday Increase over one year ago | Largest Magnitude Weekday Increase over last quarter |
| | | 6 AM 60% | 7 AM 29% |
| | | Largest Magnitude Saturday Increase over one year ago | Largest Magnitude Saturday Increase over last quarter |
| | | 12 PM 53% | 12 PM 152% |
| | | Largest Magnitude Sun./Holiday Increase over one year ago | Largest Magnitude Sun./Holiday Increase over last quarter |
| | | 4 PM 87% | 1 PM 99% |

Unofficial Statistics

**2013 Q2 Quarterly Mobility Statistics
District 8**

| Measure | Graph | Percentage Change | | | | | | | | | | | | | | | | | | | | | |
|--|--|---|---|----------------|---------|-------------------------|-------|---------|-------|------------------------------|---------|-------|-------|---|---|-----|-----|-------------------------------|----|----|----|---|---|
| Total Vehicle Hours of Delay (VHD) by County at 35 mph | <p>Hours (Thousand)</p> <table border="1"> <caption>Total Vehicle Hours of Delay (VHD) by County at 35 mph</caption> <thead> <tr> <th>County</th> <th>2012 Q2</th> <th>2013 Q1</th> <th>2013 Q2</th> </tr> </thead> <tbody> <tr> <td>Riverside</td> <td>~900</td> <td>~750</td> <td>~850</td> </tr> <tr> <td>San Bernardino</td> <td>~450</td> <td>~550</td> <td>~480</td> </tr> </tbody> </table> | County | 2012 Q2 | 2013 Q1 | 2013 Q2 | Riverside | ~900 | ~750 | ~850 | San Bernardino | ~450 | ~550 | ~480 | Largest Magnitude Decrease over one year ago | Largest Magnitude Decrease over last quarter | | | | | | | | |
| | County | 2012 Q2 | 2013 Q1 | 2013 Q2 | | | | | | | | | | | | | | | | | | | |
| Riverside | ~900 | ~750 | ~850 | | | | | | | | | | | | | | | | | | | | |
| San Bernardino | ~450 | ~550 | ~480 | | | | | | | | | | | | | | | | | | | | |
| Riverside -4.7% | San Bernardino -10.1% | Largest Magnitude Increase over one year ago | Largest Magnitude Increase over last quarter | | | | | | | | | | | | | | | | | | | | |
| San Bernardino 9.6% | Riverside 19.5% | | | | | | | | | | | | | | | | | | | | | | |
| Average Non-Holiday Weekday Equivalent Lost Lane Mile Hours at 35 mph | <p>Miles</p> <table border="1"> <caption>Average Non-Holiday Weekday Equivalent Lost Lane Mile Hours at 35 mph</caption> <thead> <tr> <th>Category</th> <th>2012 Q2</th> <th>2013 Q1</th> <th>2013 Q2</th> </tr> </thead> <tbody> <tr> <td>AM Peak (6 AM to 10 AM)</td> <td>~15</td> <td>~17</td> <td>~20</td> </tr> <tr> <td>Off-Peak Day (10 AM to 3 PM)</td> <td>~10</td> <td>~10</td> <td>~10</td> </tr> <tr> <td>PM Peak (3 PM to 7 PM)</td> <td>~30</td> <td>~35</td> <td>~30</td> </tr> <tr> <td>Off-Peak Night (7 PM to 6 AM)</td> <td>~4</td> <td>~5</td> <td>~5</td> </tr> </tbody> </table> | Category | 2012 Q2 | 2013 Q1 | 2013 Q2 | AM Peak (6 AM to 10 AM) | ~15 | ~17 | ~20 | Off-Peak Day (10 AM to 3 PM) | ~10 | ~10 | ~10 | PM Peak (3 PM to 7 PM) | ~30 | ~35 | ~30 | Off-Peak Night (7 PM to 6 AM) | ~4 | ~5 | ~5 | Largest Magnitude Decrease over one year ago | Largest Magnitude Decrease over last quarter |
| | Category | 2012 Q2 | 2013 Q1 | 2013 Q2 | | | | | | | | | | | | | | | | | | | |
| AM Peak (6 AM to 10 AM) | ~15 | ~17 | ~20 | | | | | | | | | | | | | | | | | | | | |
| Off-Peak Day (10 AM to 3 PM) | ~10 | ~10 | ~10 | | | | | | | | | | | | | | | | | | | | |
| PM Peak (3 PM to 7 PM) | ~30 | ~35 | ~30 | | | | | | | | | | | | | | | | | | | | |
| Off-Peak Night (7 PM to 6 AM) | ~4 | ~5 | ~5 | | | | | | | | | | | | | | | | | | | | |
| - | PM Peak -14.5% | Largest Magnitude Increase over one year ago | Largest Magnitude Increase over last quarter | | | | | | | | | | | | | | | | | | | | |
| AM Peak 29.9% | AM Peak 19.2% | | | | | | | | | | | | | | | | | | | | | | |
| Average Number of Good and Bad Detectors | <p>Number of Detectors</p> <table border="1"> <caption>Average Number of Good and Bad Detectors</caption> <thead> <tr> <th>Quarter</th> <th>Average of Good</th> <th>Average of Bad</th> </tr> </thead> <tbody> <tr> <td>2012 Q2</td> <td>2,297</td> <td>1,128</td> </tr> <tr> <td>2013 Q1</td> <td>2,214</td> <td>2,278</td> </tr> <tr> <td>2013 Q2</td> <td>2,361</td> <td>2,157</td> </tr> </tbody> </table> | Quarter | Average of Good | Average of Bad | 2012 Q2 | 2,297 | 1,128 | 2013 Q1 | 2,214 | 2,278 | 2013 Q2 | 2,361 | 2,157 | Change in Good over one year ago | Change in Good over last quarter | | | | | | | | |
| | Quarter | Average of Good | Average of Bad | | | | | | | | | | | | | | | | | | | | |
| 2012 Q2 | 2,297 | 1,128 | | | | | | | | | | | | | | | | | | | | | |
| 2013 Q1 | 2,214 | 2,278 | | | | | | | | | | | | | | | | | | | | | |
| 2013 Q2 | 2,361 | 2,157 | | | | | | | | | | | | | | | | | | | | | |
| 3% | 7% | Change in Bad over one year ago | Change in Bad over last quarter | | | | | | | | | | | | | | | | | | | | |
| 91% | -5% | | | | | | | | | | | | | | | | | | | | | | |

Unofficial Statistics

**2013 Q2 Quarterly Mobility Statistics
District 8**

| Congestion by Route | | | | | | | | | | | |
|---------------------|----------------|-------------------------------------|------------------|------------------|-------------------------------|--------------|-------------------------------|------------|---------|---------|---------|
| Route | County | Vehicle Hours of Delay at 35 mph | | | Difference 2013 Q2-2012 Q2 | | Difference 2013 Q2-2013 Q1 | | Rank | | |
| | | 2012 Q2 | 2013 Q1 | 2013 Q2 | Absolute | Percentage | Absolute | Percentage | 2012 Q2 | 2013 Q1 | 2013 Q2 |
| SR-91 | Riverside | 537,904 | 334,449 | 371,074 | -166,830 | -31% | 36,625 | 11% | 1 | 1 | 1 |
| I-15 | Riverside | 156,545 | 161,530 | 224,368 | 67,823 | 43% | 62,839 | 39% | 3 | 2 | 2 |
| I-15 | San Bernardino | 120,341 | 157,187 | 162,657 | 42,316 | 35% | 5,470 | 3% | 5 | 3 | 3 |
| SR-60 | San Bernardino | 74,554 | 115,752 | 144,464 | 69,910 | 94% | 28,713 | 25% | 7 | 6 | 4 |
| I-215 | Riverside | 123,327 | 125,902 | 114,628 | -8,699 | -7% | (11,274) | -9% | 4 | 5 | 5 |
| SR-60 | Riverside | 87,104 | 81,082 | 111,938 | 24,833 | 29% | 30,856 | 38% | 6 | 7 | 6 |
| I-10 | San Bernardino | 170,104 | 127,683 | 89,455 | -80,649 | -47% | (38,228) | -30% | 2 | 4 | 7 |
| I-210 | San Bernardino | 32,739 | 42,123 | 39,565 | 6,826 | 21% | (2,558) | -6% | 8 | 9 | 8 |
| I-10 | Riverside | 1,218 | 4,751 | 24,401 | 23,183 | 1903% | 19,650 | 414% | 11 | 11 | 9 |
| I-215 | San Bernardino | 24,489 | 68,081 | 23,960 | -529 | -2% | (44,121) | -65% | 9 | 8 | 10 |
| SR-71 | Riverside | 1,848 | 16,094 | 18,592 | 16,744 | 906% | 2,499 | 16% | 10 | 10 | 11 |
| SR-71 | San Bernardino | 456 | 4,253 | 3,079 | 2,624 | 576% | (1,174) | -28% | 12 | 12 | 12 |
| TOTALS | | 1,330,628 | 1,238,884 | 1,328,181 | -2,447 | -0.2% | 89,297 | 7% | | | |

Unofficial Statistics

**2013 Q3 Quarterly Mobility Statistics
District 8**

| Measure | Graph | Percentage Change | | | | | | | | | |
|--|--|-------------------|-------|------|------|------|------|------|------|-------------------|-------------------|
| Vehicle Miles of Travel (VMT) | <p>Miles (Billions)</p> <table border="1"> <tr><th>Year</th><th>Q3</th></tr> <tr><td>2012</td><td>3.5</td></tr> <tr><td>2013</td><td>4.9</td></tr> <tr><td>2013</td><td>5.1</td></tr> </table> | Year | Q3 | 2012 | 3.5 | 2013 | 4.9 | 2013 | 5.1 | Over one year ago | Over last quarter |
| Year | Q3 | | | | | | | | | | |
| 2012 | 3.5 | | | | | | | | | | |
| 2013 | 4.9 | | | | | | | | | | |
| 2013 | 5.1 | | | | | | | | | | |
| | | 47.9% | 4.9% | | | | | | | | |
| | | ↑ | ↑ | | | | | | | | |
| Total Vehicle Hours of Delay (VHD) at 35 mph | <p>Hours (Millions)</p> <table border="1"> <tr><th>Year</th><th>Q3</th></tr> <tr><td>2012</td><td>1.2</td></tr> <tr><td>2013</td><td>1.3</td></tr> <tr><td>2013</td><td>1.5</td></tr> </table> | Year | Q3 | 2012 | 1.2 | 2013 | 1.3 | 2013 | 1.5 | Over one year ago | Over last quarter |
| Year | Q3 | | | | | | | | | | |
| 2012 | 1.2 | | | | | | | | | | |
| 2013 | 1.3 | | | | | | | | | | |
| 2013 | 1.5 | | | | | | | | | | |
| | | 26% | 12.2% | | | | | | | | |
| | | ↑ | ↑ | | | | | | | | |
| Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 35 mph | <p>Hours (Thousands)</p> <table border="1"> <tr><th>Year</th><th>Q3</th></tr> <tr><td>2012</td><td>16.5</td></tr> <tr><td>2013</td><td>17.1</td></tr> <tr><td>2013</td><td>19.3</td></tr> </table> | Year | Q3 | 2012 | 16.5 | 2013 | 17.1 | 2013 | 19.3 | Over one year ago | Over last quarter |
| Year | Q3 | | | | | | | | | | |
| 2012 | 16.5 | | | | | | | | | | |
| 2013 | 17.1 | | | | | | | | | | |
| 2013 | 19.3 | | | | | | | | | | |
| | | 17.1% | 13% | | | | | | | | |
| | | ↑ | ↑ | | | | | | | | |
| Total Vehicle Hours of Delay (VHD) at 60 mph | <p>Hours (Millions)</p> <table border="1"> <tr><th>Year</th><th>Q3</th></tr> <tr><td>2012</td><td>3.5</td></tr> <tr><td>2013</td><td>4</td></tr> <tr><td>2013</td><td>4.1</td></tr> </table> | Year | Q3 | 2012 | 3.5 | 2013 | 4 | 2013 | 4.1 | Over one year ago | Over last quarter |
| Year | Q3 | | | | | | | | | | |
| 2012 | 3.5 | | | | | | | | | | |
| 2013 | 4 | | | | | | | | | | |
| 2013 | 4.1 | | | | | | | | | | |
| | | 18.7% | 3.3% | | | | | | | | |
| | | ↑ | ↑ | | | | | | | | |
| Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 60 mph | <p>Hours (Thousands)</p> <table border="1"> <tr><th>Year</th><th>Q3</th></tr> <tr><td>2012</td><td>48</td></tr> <tr><td>2013</td><td>52</td></tr> <tr><td>2013</td><td>54</td></tr> </table> | Year | Q3 | 2012 | 48 | 2013 | 52 | 2013 | 54 | Over one year ago | Over last quarter |
| Year | Q3 | | | | | | | | | | |
| 2012 | 48 | | | | | | | | | | |
| 2013 | 52 | | | | | | | | | | |
| 2013 | 54 | | | | | | | | | | |
| | | 12.9% | 3.8% | | | | | | | | |
| | | ↑ | ↑ | | | | | | | | |

Unofficial Statistics

**2013 Q3 Quarterly Mobility Statistics
District 8**

| 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 |
| | | - | Sun/Hol -9.1% |
| | | Largest Magnitude Increase over one year ago | Largest Magnitude Increase over last quarter |
| | | Monday 20.2% | Thursday 10.8% |
| 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 |
| | | 3 PM -5% | - |
| | | Largest Magnitude Weekday Increase over one year ago | Largest Magnitude Weekday Increase over last quarter |
| | | 6 AM 68% | 5 AM 44% |
| 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 |
| | | - | 11 AM -26% |
| | | Largest Magnitude Saturday Increase over one year ago | Largest Magnitude Saturday Increase over last quarter |
| | | 1 PM 73% | 7 PM 175% |
| 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 |
| | | 8 AM -26% | 1 PM -28% |
| | | Largest Magnitude Sun./Holiday Increase over one year ago | Largest Magnitude Sun./Holiday Increase over last quarter |
| | | 4 PM 173% | 12 AM 647% |

Unofficial Statistics

2013 Q3 Quarterly Mobility Statistics
District 8

| Measure | Graph | Percentage Change | |
|---|----------------|--|--|
| Total Vehicle Hours of Delay (VHD) by County at 35 mph | | Largest Magnitude Decrease over one year ago | Largest Magnitude Decrease over last quarter |
| | | - | - |
| | | Largest Magnitude Increase over one year ago | Largest Magnitude Increase over last quarter |
| | San Bernardino | San Bernardino | San Bernardino |
| | 51.1% | 29.7% | |
| Average Non-Holiday Weekday Equivalent Lost Lane Mile Hours at 35 mph | | Largest Magnitude Decrease over one year ago | Largest Magnitude Decrease over last quarter |
| | | - | - |
| | | Largest Magnitude Increase over one year ago | Largest Magnitude Increase over last quarter |
| | AM Peak | AM Peak | |
| | 43.7% | 14.3% | |
| Average Number of Good and Bad Detectors | | Change in Good over one year ago | Change in Good over last quarter |
| | | 13% | -2% |
| | | Change in Bad over one year ago | Change in Bad over last quarter |
| | 45% | -1% | |

Unofficial Statistics

**2013 Q3 Quarterly Mobility Statistics
District 8**

Congestion by Route

| Route | County | Vehicle Hours of Delay at 35 mph | | | Difference 2013 Q3-2012 Q3 | | Difference 2013 Q3-2013 Q2 | | Rank | | |
|---------------|----------------|-------------------------------------|------------------|------------------|-------------------------------|------------|-------------------------------|------------|---------|---------|---------|
| | | 2012 Q3 | 2013 Q2 | 2013 Q3 | Absolute | Percentage | Absolute | Percentage | 2012 Q3 | 2013 Q2 | 2013 Q3 |
| SR-91 | Riverside | 446,923 | 371,074 | 460,846 | 13,923 | 3% | 89,772 | 24% | 1 | 1 | 1 |
| I-15 | San Bernardino | 117,744 | 162,657 | 263,346 | 145,602 | 124% | 100,689 | 62% | 4 | 3 | 2 |
| I-15 | Riverside | 165,067 | 224,368 | 225,067 | 60,000 | 36% | 699 | 0% | 2 | 2 | 3 |
| SR-60 | San Bernardino | 79,021 | 144,464 | 178,898 | 99,877 | 126% | 34,433 | 24% | 6 | 4 | 4 |
| I-10 | San Bernardino | 135,870 | 89,455 | 107,809 | -28,062 | -21% | 18,353 | 21% | 3 | 7 | 5 |
| I-215 | Riverside | 113,468 | 114,628 | 101,571 | -11,897 | -10% | (13,057) | -11% | 5 | 5 | 6 |
| SR-60 | Riverside | 56,104 | 111,938 | 82,241 | 26,137 | 47% | (29,696) | -27% | 7 | 6 | 7 |
| I-210 | San Bernardino | 32,715 | 39,565 | 44,666 | 11,952 | 37% | 5,101 | 13% | 8 | 8 | 8 |
| SR-71 | Riverside | 2,789 | 18,592 | 11,141 | 8,352 | 299% | (7,451) | -40% | 10 | 11 | 9 |
| I-10 | Riverside | 611 | 24,401 | 7,961 | 7,349 | 1202% | (16,440) | -67% | 12 | 9 | 10 |
| I-215 | San Bernardino | 30,340 | 23,960 | 4,543 | -25,796 | -85% | (19,417) | -81% | 9 | 10 | 11 |
| SR-71 | San Bernardino | 2,062 | 3,079 | 1,596 | -466 | -23% | (1,484) | -48% | 11 | 12 | 12 |
| TOTALS | | 1,182,715 | 1,328,181 | 1,489,685 | 306,970 | 26% | 161,504 | 12% | | | |

Unofficial Statistics

**2013 Q4 Quarterly Mobility Statistics
District 8**

| 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>2012</td><td>5.5</td></tr> <tr><td>2013</td><td>5.1</td></tr> <tr><td>2013</td><td>5.2</td></tr> </table> | Year | Q4 | 2012 | 5.5 | 2013 | 5.1 | 2013 | 5.2 | Over one year ago | Over last quarter |
| Year | Q4 | | | | | | | | | | |
| 2012 | 5.5 | | | | | | | | | | |
| 2013 | 5.1 | | | | | | | | | | |
| 2013 | 5.2 | | | | | | | | | | |
| | | -4.8% | 1.2% | | | | | | | | |
| | | | | | | | | | | | |
| 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>2012</td><td>1.4</td></tr> <tr><td>2013</td><td>1.5</td></tr> <tr><td>2013</td><td>2</td></tr> </table> | Year | Q4 | 2012 | 1.4 | 2013 | 1.5 | 2013 | 2 | Over one year ago | Over last quarter |
| Year | Q4 | | | | | | | | | | |
| 2012 | 1.4 | | | | | | | | | | |
| 2013 | 1.5 | | | | | | | | | | |
| 2013 | 2 | | | | | | | | | | |
| | | 39% | 30.9% | | | | | | | | |
| | | | | | | | | | | | |
| 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>2012</td><td>19.4</td></tr> <tr><td>2013</td><td>19.3</td></tr> <tr><td>2013</td><td>27.1</td></tr> </table> | Year | Q4 | 2012 | 19.4 | 2013 | 19.3 | 2013 | 27.1 | Over one year ago | Over last quarter |
| Year | Q4 | | | | | | | | | | |
| 2012 | 19.4 | | | | | | | | | | |
| 2013 | 19.3 | | | | | | | | | | |
| 2013 | 27.1 | | | | | | | | | | |
| | | 39.7% | 40% | | | | | | | | |
| | | | | | | | | | | | |
| 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>2012</td><td>4.1</td></tr> <tr><td>2013</td><td>4.1</td></tr> <tr><td>2013</td><td>5.1</td></tr> </table> | Year | Q4 | 2012 | 4.1 | 2013 | 4.1 | 2013 | 5.1 | Over one year ago | Over last quarter |
| Year | Q4 | | | | | | | | | | |
| 2012 | 4.1 | | | | | | | | | | |
| 2013 | 4.1 | | | | | | | | | | |
| 2013 | 5.1 | | | | | | | | | | |
| | | 24.1% | 23.9% | | | | | | | | |
| | | | | | | | | | | | |
| 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>2012</td><td>56</td></tr> <tr><td>2013</td><td>54</td></tr> <tr><td>2013</td><td>70</td></tr> </table> | Year | Q4 | 2012 | 56 | 2013 | 54 | 2013 | 70 | Over one year ago | Over last quarter |
| Year | Q4 | | | | | | | | | | |
| 2012 | 56 | | | | | | | | | | |
| 2013 | 54 | | | | | | | | | | |
| 2013 | 70 | | | | | | | | | | |
| | | 23.9% | 28.5% | | | | | | | | |
| | | | | | | | | | | | |

Unofficial Statistics

**2013 Q4 Quarterly Mobility Statistics
District 8**

| 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 |
| | | - | - |
| 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 |
| | | 9 PM -9% | 9 PM -25% |
| 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 |
| | | 7 PM -5% | 1 PM -32% |
| 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 |
| | | 3 AM -15% | 12 AM -86% |
| | | Largest Magnitude Weekday Increase over one year ago | Largest Magnitude Weekday Increase over last quarter |
| | | 4 PM 48% | 5 PM 74% |
| | | Largest Magnitude Saturday Increase over one year ago | Largest Magnitude Saturday Increase over last quarter |
| | | 5 PM 36% | 5 PM 54% |
| | | Largest Magnitude Sun./Holiday Increase over one year ago | Largest Magnitude Sun./Holiday Increase over last quarter |
| | | 5 PM 37% | 8 PM 60% |

Unofficial Statistics

2013 Q4 Quarterly Mobility Statistics
District 8

| Measure | Graph | Percentage Change | |
|---|--|--|--|
| Total Vehicle Hours of Delay (VHD) by County at 35 mph | <p>Hours (Millions)</p> <p>Legend: 2012 Q4, 2013 Q3, 2013 Q4</p> <p>Riverside: 2012 Q4 ~0.9, 2013 Q3 ~0.9, 2013 Q4 ~1.3</p> <p>San Bernardino: 2012 Q4 ~0.5, 2013 Q3 ~0.6, 2013 Q4 ~0.65</p> | Largest Magnitude Decrease over one year ago | Largest Magnitude Decrease over last quarter |
| | | - | - |
| Average Non-Holiday Weekday Equivalent Lost Lane Mile Hours at 35 mph | <p>Miles</p> <p>Legend: 2012 Q4, 2013 Q3</p> <p>AM Peak: 2012 Q4 ~20, 2013 Q3 ~22, 2013 Q4 ~25</p> <p>Off-Peak Day: 2012 Q4 ~10, 2013 Q3 ~12, 2013 Q4 ~15</p> <p>PM Peak: 2012 Q4 ~35, 2013 Q3 ~32, 2013 Q4 ~50</p> <p>Off-Peak Night: 2012 Q4 ~5, 2013 Q3 ~7, 2013 Q4 ~10</p> | Largest Magnitude Decrease over one year ago | Largest Magnitude Decrease over last quarter |
| | | - | - |
| Average Number of Good and Bad Detectors | <p>Number of Detectors</p> <p>Legend: Average of Good, Average of Bad</p> <p>2012 Q4: Average of Good 2,055, Average of Bad 2,272</p> <p>2013 Q3: Average of Good 2,314, Average of Bad 2,138</p> <p>2013 Q4: Average of Good 2,695, Average of Bad 1,771</p> | Change in Good over one year ago | Change in Good over last quarter |
| | | 31% | 16% |
| | | Change in Bad over one year ago | Change in Bad over last quarter |
| | | -22% | -17% |

Unofficial Statistics

**2013 Q4 Quarterly Mobility Statistics
District 8**

Congestion by Route

| Route | County | Vehicle Hours of Delay at 35 mph | | | Difference 2013 Q4-2012 Q4 | | Difference 2013 Q4-2013 Q3 | | Rank | | |
|---------------|----------------|-------------------------------------|------------------|------------------|-------------------------------|------------|-------------------------------|------------|---------|---------|---------|
| | | 2012 Q4 | 2013 Q3 | 2013 Q4 | Absolute | Percentage | Absolute | Percentage | 2012 Q4 | 2013 Q3 | 2013 Q4 |
| SR-91 | Riverside | 461,735 | 460,846 | 622,541 | 160,806 | 35% | 161,695 | 35% | 1 | 1 | 1 |
| I-15 | Riverside | 184,608 | 225,067 | 407,094 | 222,487 | 121% | 182,027 | 81% | 2 | 3 | 2 |
| I-15 | San Bernardino | 161,307 | 263,346 | 212,967 | 51,660 | 32% | (50,379) | -19% | 3 | 2 | 3 |
| SR-60 | San Bernardino | 105,040 | 178,898 | 194,275 | 89,235 | 85% | 15,377 | 9% | 7 | 4 | 4 |
| I-10 | San Bernardino | 134,347 | 107,809 | 182,659 | 48,312 | 36% | 74,850 | 69% | 4 | 5 | 5 |
| I-215 | Riverside | 126,341 | 101,571 | 136,858 | 10,517 | 8% | 35,287 | 35% | 5 | 6 | 6 |
| SR-60 | Riverside | 110,132 | 82,241 | 87,221 | -22,911 | -21% | 4,979 | 6% | 6 | 7 | 7 |
| I-210 | San Bernardino | 30,579 | 44,666 | 53,802 | 23,222 | 76% | 9,135 | 20% | 9 | 8 | 8 |
| SR-71 | Riverside | 6,930 | 11,141 | 25,122 | 18,192 | 263% | 13,981 | 125% | 11 | 9 | 9 |
| I-10 | Riverside | 14,964 | 7,961 | 18,892 | 3,928 | 26% | 10,931 | 137% | 10 | 10 | 10 |
| I-215 | San Bernardino | 63,808 | 4,543 | 4,797 | -59,011 | -92% | 254 | 6% | 8 | 11 | 11 |
| SR-71 | San Bernardino | 2,846 | 1,596 | 3,800 | 954 | 34% | 2,204 | 138% | 12 | 12 | 12 |
| TOTALS | | 1,402,637 | 1,489,685 | 1,950,027 | 547,390 | 39% | 460,342 | 31% | | | |

Unofficial Statistics