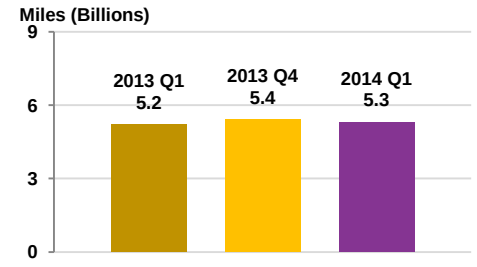
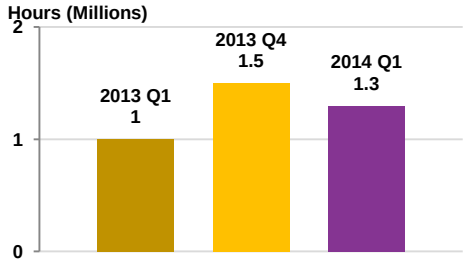
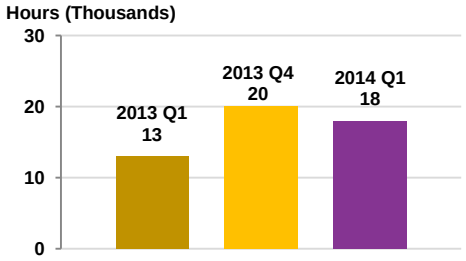
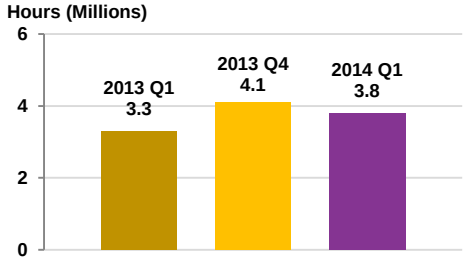
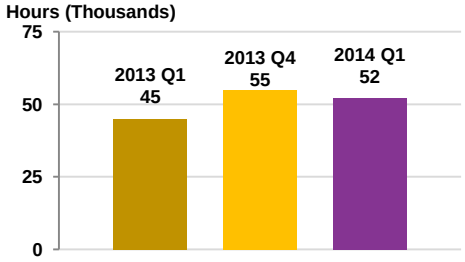
2014 Q1 Quarterly Mobility Statistics
District 8

Measure	Graph	Percentage Change	
		Over one year ago	Over last quarter
Vehicle Miles of Travel (VMT)		3.5%	-1.2%
Total Vehicle Hours of Delay (VHD) at 35 mph		32.6%	-15.1%
Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 35 mph		32.9%	-12.4%
Total Vehicle Hours of Delay (VHD) at 60 mph		14.4%	-8.8%
Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 60 mph		14.3%	-5.8%

For further information, contact:Ramin Ghodsi
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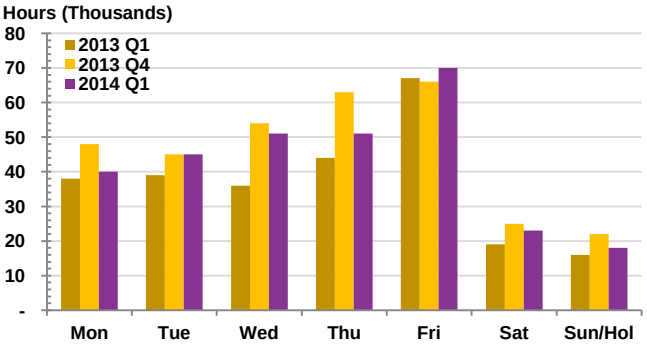
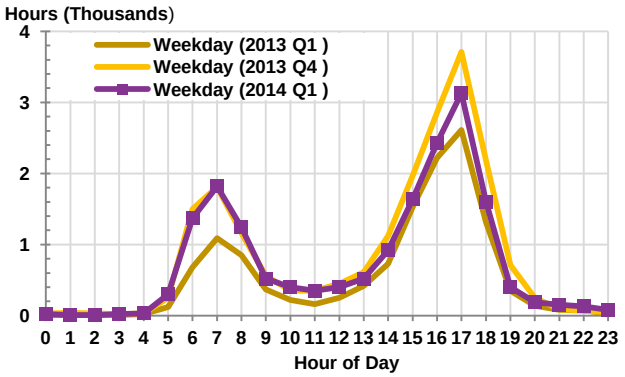
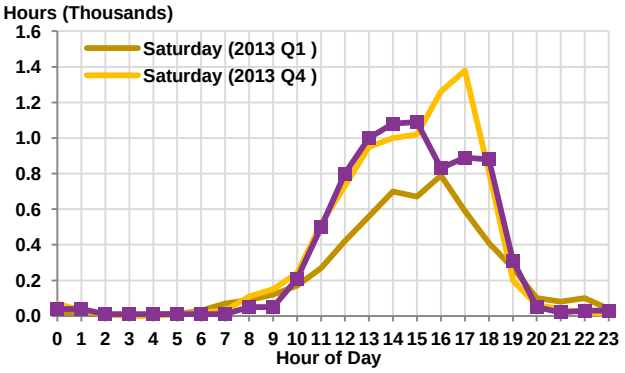
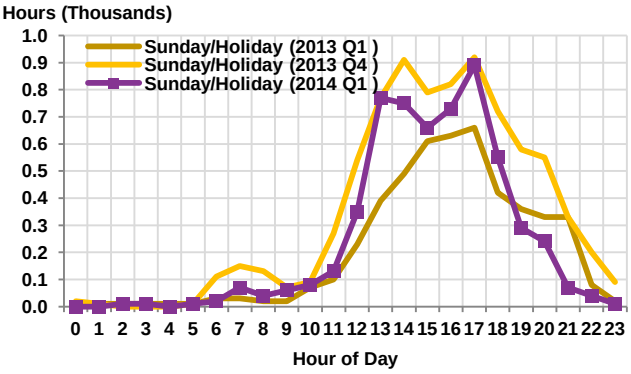
Unofficial Statistics

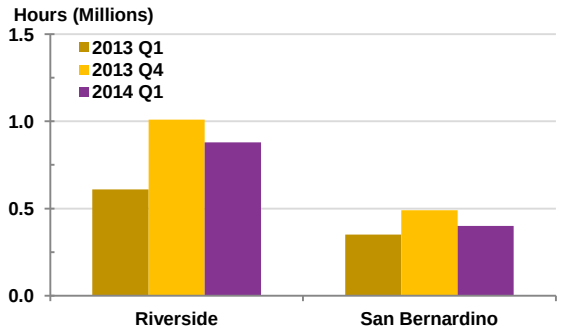
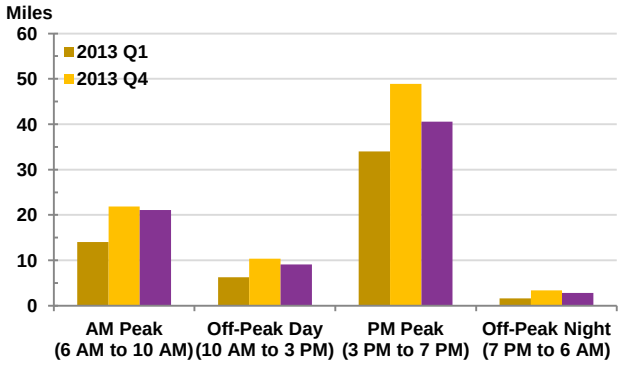
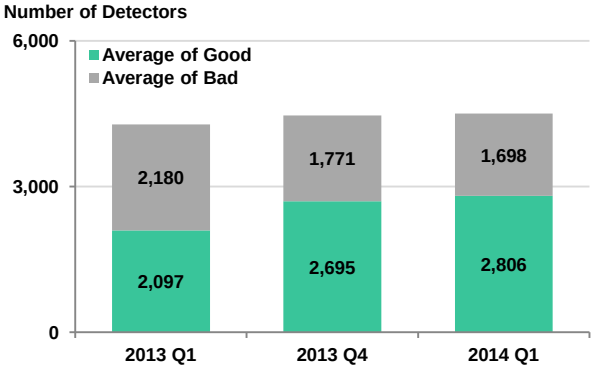
2014 Q1 Quarterly Mobility Statistics
District 8

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 Thursday -17.8%
		Largest Magnitude Increase over one year ago Wednesday 39.3%	Largest Magnitude Increase over last quarter Friday 5.3%
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 6 PM -26.7%
		Largest Magnitude Weekday Increase over one year ago 7 AM 66.4%	Largest Magnitude Weekday Increase over last quarter 8 AM 7.7%
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Saturdays		Largest Magnitude Saturday Decrease over one year ago 10 PM -75.6%	Largest Magnitude Saturday Decrease over last quarter 5 PM -35.2%
		Largest Magnitude Saturday Increase over one year ago 6 PM 115.1%	Largest Magnitude Saturday Increase over last quarter 7 PM 51.9%
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Sundays/ Holidays		Largest Magnitude Sun./Holiday Decrease over one year ago 9 PM -78%	Largest Magnitude Sun./Holiday Decrease over last quarter 8 PM -56%
		Largest Magnitude Sun./Holiday Increase over one year ago 1 PM 95.4%	Largest Magnitude Sun./Holiday Increase over last quarter 2 AM 114.8%

For further information, contact:Ramin Ghodsi
by email at ramin.ghodsi@dot.ca.gov

Unofficial Statistics

2014 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 -13%
		Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter
		Riverside 44.1%	–
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
		–	PM Peak -16.8%
		Largest Magnitude Increase over one year ago	Largest Magnitude Increase over last quarter
		AM Peak 50.6%	–
Average Number of Good and Bad Detectors		Change in Good over one year ago	Change in Good over last quarter
		34%	4%
		Change in Bad over one year ago	Change in Bad over last quarter
		-22%	-4%

Congestion by Route

Route	County	Vehicle Hours of Delay at 35 mph			Difference 2014 Q1-2013 Q1		Difference 2014 Q1-2013 Q4		Rank		
		2013 Q1	2013 Q4	2014 Q1	Absolute	Percentage	Absolute	Percentage	2013 Q1	2013 Q4	2014 Q1
SR–91	Riverside	295,773	496,675	463,739	167,966	57%	-32,936	-7%	1	1	1
I–15	Riverside	111,895	300,703	221,365	109,470	98%	-79,338	-26%	3	2	2
I–15	San Bernardino	158,971	250,582	199,065	40,094	25%	-51,517	-21%	2	3	3
I–215	Riverside	100,396	116,134	86,467	-13,929	-14%	-29,667	-26%	4	4	4
I–10	San Bernardino	78,103	105,585	79,732	1,629	2%	-25,854	-24%	6	5	5
SR–60	Riverside	83,096	54,213	61,440	-21,656	-26%	7,227	13%	5	8	6
SR–60	San Bernardino	31,907	68,051	58,422	26,514	83%	-9,629	-14%	9	6	7
I–210	San Bernardino	36,722	58,853	53,020	16,297	44%	-5,834	-10%	8	7	8
I–10	Riverside	4,552	19,962	27,312	22,760	500%	7,350	37%	12	9	9
SR–71	Riverside	12,205	19,403	15,406	3,201	26%	-3,996	-21%	10	10	10
SR–71	San Bernardino	5,802	5,284	6,201	399	7%	917	17%	11	12	11
I–215	San Bernardino	42,257	6,211	2,738	-39,519	-94%	-3,473	-56%	7	11	12
TOTALS		**961,679**	**1,501,657**	**1,274,907**	**313,227**	**33%**	**-226,750**	**-15%**			

I–15 Riverside: The large difference from last year, same quarter might be due to replacement of some wireless detector sensors that were not functioning properly in I-15 Riverside County. Many sensors were replaced that are functioning and detecting the delay now.

SR- 60 San Bernardino: No unusual conditions were found. We will do more investigations to see what the cause might have been. There is also a possibility that construction in closeby Freeways in other districts might have impacted the traffic volume in this Route. The difference from 2014 Q1 to 2013 Q4 shows a drop of 14% in delay.

I-10 Riverside: There were lots of wireless detector stations which were installed in I-10 Riverside County from Beaumont all the way to Arizona border.There were no detections for a long stretch of roadway that have detectors now.

I–215 San Bernardino: In first quarter of 2014 delay was decreased compared with the same quarter in 2013. This difference in delay might have been related to construction activities that were ongoing in 2013 and completed in 2014.