

**2015 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>2014</td><td>5.7</td></tr> <tr><td>2015</td><td>6.9</td></tr> </table> | Year | Q2 | 2014 | 5.7 | 2015 | 6.9 | Over one year ago | Over last quarter |
| Year | Q2 | | | | | | | | |
| 2014 | 5.7 | | | | | | | | |
| 2015 | 6.9 | | | | | | | | |
| | | 21% ↑ | 3.1% ↑ | | | | | | |
| 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>2014</td><td>1.6</td></tr> <tr><td>2015</td><td>1.9</td></tr> </table> | Year | Q2 | 2014 | 1.6 | 2015 | 1.9 | Over one year ago | Over last quarter |
| Year | Q2 | | | | | | | | |
| 2014 | 1.6 | | | | | | | | |
| 2015 | 1.9 | | | | | | | | |
| | | 24.3% ↑ | 2.8% ↑ | | | | | | |
| 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>2014</td><td>20</td></tr> <tr><td>2015</td><td>24</td></tr> </table> | Year | Q2 | 2014 | 20 | 2015 | 24 | Over one year ago | Over last quarter |
| Year | Q2 | | | | | | | | |
| 2014 | 20 | | | | | | | | |
| 2015 | 24 | | | | | | | | |
| | | 21.7% ↑ | -5.5% ↓ | | | | | | |
| 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>2014</td><td>4.3</td></tr> <tr><td>2015</td><td>5.6</td></tr> </table> | Year | Q2 | 2014 | 4.3 | 2015 | 5.6 | Over one year ago | Over last quarter |
| Year | Q2 | | | | | | | | |
| 2014 | 4.3 | | | | | | | | |
| 2015 | 5.6 | | | | | | | | |
| | | 31.2% ↑ | 4.3% ↑ | | | | | | |
| Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 60 mph | <p>Hours (Thousands)</p> <table border="1"> <tr><th>Year</th><th>Q2</th></tr> <tr><td>2014</td><td>54</td></tr> <tr><td>2015</td><td>71</td></tr> </table> | Year | Q2 | 2014 | 54 | 2015 | 71 | Over one year ago | Over last quarter |
| Year | Q2 | | | | | | | | |
| 2014 | 54 | | | | | | | | |
| 2015 | 71 | | | | | | | | |
| | | 30.8% ↑ | -2% ↓ | | | | | | |

**2015 Q2 Quarterly Mobility Statistics
District 8**

| Measure | Graph | Percentage Change | | | | |
|---|---|--|---|---|----------------|--------------------|
| Average Vehicle Hours of Delay by Day of Week at 60 mph | | <table border="1"> <tr> <td>Largest Magnitude Decrease over one year ago</td> <td>Largest Magnitude Decrease over last quarter</td> </tr> <tr> <td>-</td> <td>Thursday -10.7%</td> </tr> </table> | Largest Magnitude Decrease over one year ago | Largest Magnitude Decrease over last quarter | - | Thursday -10.7% |
| | | Largest Magnitude Decrease over one year ago | Largest Magnitude Decrease over last quarter | | | |
| | | - | Thursday -10.7% | | | |
| <table border="1"> <tr> <td>Largest Magnitude Increase over one year ago</td> <td>Largest Magnitude Increase over last quarter</td> </tr> <tr> <td>Monday 38.5%</td> <td>Saturday 27.5%</td> </tr> </table> | Largest Magnitude Increase over one year ago | Largest Magnitude Increase over last quarter | Monday 38.5% | Saturday 27.5% | | |
| Largest Magnitude Increase over one year ago | Largest Magnitude Increase over last quarter | | | | | |
| Monday 38.5% | Saturday 27.5% | | | | | |
| Average Vehicle Hours of Delay by Hour of Day at 35 mph, Weekdays | | <table border="1"> <tr> <td>Largest Magnitude Weekday Decrease over one year ago</td> <td>Largest Magnitude Weekday Decrease over last quarter</td> </tr> <tr> <td>9 AM -2%</td> <td>5 PM -12.7%</td> </tr> </table> | Largest Magnitude Weekday Decrease over one year ago | Largest Magnitude Weekday Decrease over last quarter | 9 AM -2% | 5 PM -12.7% |
| | | Largest Magnitude Weekday Decrease over one year ago | Largest Magnitude Weekday Decrease over last quarter | | | |
| | | 9 AM -2% | 5 PM -12.7% | | | |
| <table border="1"> <tr> <td>Largest Magnitude Weekday Increase over one year ago</td> <td>Largest Magnitude Weekday Increase over last quarter</td> </tr> <tr> <td>2 PM 51.6%</td> <td>2 PM 15.3%</td> </tr> </table> | Largest Magnitude Weekday Increase over one year ago | Largest Magnitude Weekday Increase over last quarter | 2 PM 51.6% | 2 PM 15.3% | | |
| Largest Magnitude Weekday Increase over one year ago | Largest Magnitude Weekday Increase over last quarter | | | | | |
| 2 PM 51.6% | 2 PM 15.3% | | | | | |
| Average Vehicle Hours of Delay by Hour of Day at 35 mph, Saturdays | | <table border="1"> <tr> <td>Largest Magnitude Saturday Decrease over one year ago</td> <td>Largest Magnitude Saturday Decrease over last quarter</td> </tr> <tr> <td>6 AM -33.6%</td> <td>9 PM -65.8%</td> </tr> </table> | Largest Magnitude Saturday Decrease over one year ago | Largest Magnitude Saturday Decrease over last quarter | 6 AM -33.6% | 9 PM -65.8% |
| | | Largest Magnitude Saturday Decrease over one year ago | Largest Magnitude Saturday Decrease over last quarter | | | |
| | | 6 AM -33.6% | 9 PM -65.8% | | | |
| <table border="1"> <tr> <td>Largest Magnitude Saturday Increase over one year ago</td> <td>Largest Magnitude Saturday Increase over last quarter</td> </tr> <tr> <td>4 PM 34.2%</td> <td>4 PM 61.5%</td> </tr> </table> | Largest Magnitude Saturday Increase over one year ago | Largest Magnitude Saturday Increase over last quarter | 4 PM 34.2% | 4 PM 61.5% | | |
| Largest Magnitude Saturday Increase over one year ago | Largest Magnitude Saturday Increase over last quarter | | | | | |
| 4 PM 34.2% | 4 PM 61.5% | | | | | |
| Average Vehicle Hours of Delay by Hour of Day at 35 mph, Sundays/Holidays | | <table border="1"> <tr> <td>Largest Magnitude Sun./Holiday Decrease over one year ago</td> <td>Largest Magnitude Sun./Holiday Decrease over last quarter</td> </tr> <tr> <td>6 PM -3.9%</td> <td>6 PM -40.5%</td> </tr> </table> | Largest Magnitude Sun./Holiday Decrease over one year ago | Largest Magnitude Sun./Holiday Decrease over last quarter | 6 PM -3.9% | 6 PM -40.5% |
| | | Largest Magnitude Sun./Holiday Decrease over one year ago | Largest Magnitude Sun./Holiday Decrease over last quarter | | | |
| | | 6 PM -3.9% | 6 PM -40.5% | | | |
| <table border="1"> <tr> <td>Largest Magnitude Sun./Holiday Increase over one year ago</td> <td>Largest Magnitude Sun./Holiday Increase over last quarter</td> </tr> <tr> <td>4 PM 54.6%</td> <td>1 PM 85.6%</td> </tr> </table> | Largest Magnitude Sun./Holiday Increase over one year ago | Largest Magnitude Sun./Holiday Increase over last quarter | 4 PM 54.6% | 1 PM 85.6% | | |
| Largest Magnitude Sun./Holiday Increase over one year ago | Largest Magnitude Sun./Holiday Increase over last quarter | | | | | |
| 4 PM 54.6% | 1 PM 85.6% | | | | | |

2015 Q2 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 -4.8% |
| 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 -6.5% |
| Average Number of Good and Bad Detectors | | Change in Good over one year ago | Change in Good over last quarter |
| | | -2% | -2% |
| | | Change in Bad over one year ago | Change in Bad over last quarter |
| | | 31% | 8.6% |

**2015 Q2 Quarterly Mobility Statistics
District 8**

| Congestion by Route | | | | | | | | | | | |
|---------------------|----------------|-------------------------------------|------------------|------------------|-------------------------------|--------------|-------------------------------|-------------|---------|---------|---------|
| Route | County | Vehicle Hours of Delay at 35 mph | | | Difference 2015 Q2-2014 Q2 | | Difference 2015 Q2-2015 Q1 | | Rank | | |
| | | 2014 Q2 | 2015 Q1 | 2015 Q2 | Absolute | Percentage | Absolute | Percentage | 2014 Q2 | 2015 Q1 | 2015 Q2 |
| SR-91 | Riverside | 528,581 | 605,356 | 633,466 | 104,886 | 19.8% | 28,111 | 4.6% | 1 | 1 | 1 |
| I-15 | San Bernardino | 316,887 | 357,815 | 457,598 | 140,711 | 44.4% | 99,783 | 27.9% | 2 | 2 | 2 |
| I-15 | Riverside | 281,824 | 277,115 | 199,700 | -82,124 | -29.1% | -77,416 | -27.9% | 3 | 3 | 3 |
| I-10 | San Bernardino | 88,930 | 172,930 | 175,154 | 86,225 | 97.0% | 2,224 | 1.3% | 4 | 4 | 4 |
| SR-60 | San Bernardino | 78,348 | 107,317 | 137,332 | 58,984 | 75.3% | 30,015 | 28.0% | 5 | 7 | 5 |
| I-215 | Riverside | 73,281 | 130,731 | 126,903 | 53,622 | 73.2% | -3,828 | -2.9% | 6 | 6 | 6 |
| I-210 | San Bernardino | 66,561 | 130,976 | 122,494 | 55,933 | 84.0% | -8,482 | -6.5% | 7 | 5 | 7 |
| SR-60 | Riverside | 49,782 | 44,322 | 50,045 | 263 | 0.5% | 5,723 | 12.9% | 8 | 8 | 8 |
| SR-71 | Riverside | 21,161 | 22,542 | 16,290 | -4,871 | -23.0% | -6,252 | -27.7% | 10 | 9 | 9 |
| I-10 | Riverside | 32,872 | 4,819 | 6,169 | -26,703 | -81.2% | 1,350 | 28.0% | 9 | 12 | 10 |
| I-215 | San Bernardino | 2,388 | 17,360 | 6,071 | 3,682 | 154.2% | -11,289 | -65.0% | 13 | 10 | 11 |
| SR-71 | San Bernardino | 11,980 | 11,976 | 4,126 | -7,853 | -65.6% | -7,849 | -65.5% | 11 | 11 | 12 |
| SR-259 | San Bernardino | 4,441 | 48 | 0 | -4,441 | -100.0% | -48 | -99.8% | 12 | 13 | 13 |
| TOTALS | | 1,557,034 | 1,883,306 | 1,935,349 | 378,315 | 24.3% | 52,043 | 2.8% | | | |

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District 8**