

**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% ↓						

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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 align="center">-</td> <td align="center">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 align="center">Monday 38.5%</td> <td align="center">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 align="center">9 AM -2%</td> <td align="center">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 align="center">2 PM 51.6%</td> <td align="center">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 align="center">6 AM -33.6%</td> <td align="center">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 align="center">4 PM 34.2%</td> <td align="center">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 align="center">6 PM -3.9%</td> <td align="center">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%
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4 PM 54.6%	1 PM 85.6%					

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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%

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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
<b>TOTALS</b>		<b>1,557,034</b>	<b>1,883,306</b>	<b>1,935,349</b>	<b>378,315</b>	<b>24.3%</b>	<b>52,043</b>	<b>2.8%</b>			

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