District 08
Mobility Performance Report

2025 Second Quarter

DEPARTMENT OF TRANSPORTATION

Definitions

- **Vehicle Miles of Travel (VMT)**: Total miles driven by all the vehicles over a freeway segment during a specified time period. When plotted over a spatial segment, this quantity is simply the sum of VMT from the individual detectors. Users can query VMT reports for any freeway (or segment) available in PeMS. At a freeway segment page in PeMS, users can select the VMT reports by using the Performance pull-down menu and selecting Aggregates. There are three types of Aggregates reports: Time Series, Time of Day, and Day of Week.
- **Vehicle Hours of Delay (VHD)**: Amount of extra time spent by all the vehicles beyond the time it takes to traverse a freeway segment at a threshold speed. In other words, it is the amount of additional time that vehicles spend on the roadway due to congestion. PeMS can compute the amount of delay using different threshold speeds (i.e., 35, 40, 45, 50, 55, 60, and 65 miles per hour)
- **Lost Lane Miles Hours (equivalent lost productivity)**: Number of lane-mile-hours that are lost due to the freeway operating under congested conditions. When the freeway is in congestion - speed is below 35 mph - PeMS find the ratio between the measured flow and the capacity for this location. This drop in capacity is caused by the freeway is operating in congested conditions instead of in free flow)
- **Detection Health**: Detectors can malfunction for many reasons. For some detectors, this is an intermittent problem. For other detectors, the problem is recurrent. PeMS devotes a large amount of its computing resources to identifying bad detectors and calculating health diagnostics to help users evaluate data quality and to help those responsible for detector maintenance.
- **Bottleneck**: Location where the traffic demand exceeds the available capacity of the roadway facility. Characteristics include reduction in speeds, congestion, queuing, and delay. PeMS can identify a bottleneck at a particular detector where there is a persistent drop in speed from the detector immediately upstream.

2025 Second Quarter

EXECUTIVE SUMMARY

Overview

The Quarterly Mobility Performance Report (MPR) evaluates key traffic performance metrics by comparing current conditions with both the previous quarter and the same period from the prior year. This report provides information on the following performance measures:

- Vehicle Miles Traveled (VMT)
- Vehicle Hours of Delay (VHD)
- Lost Lane Mile Hours
- Detection Health

The information in this report is based on daily data collected 24 hours a day by automated vehicle detector stations across the State Highway System.

Vehicular delay is assessed using two speed thresholds:

- Below 60 mph: Indicates both light and heavy congestion
- Below 35 mph: Indicates severe congestion

Through engineering judgment, Caltrans uses these thresholds and performance measures to identify bottleneck locations and assess congestion severity.

FINDINGS

Summary

Caltrans District 8 covers approximately 28,650 square miles of land, making it the largest district in California. District 8 consists of two counties: San Bernardino and Riverside. Both counties are in Southern California and part of the Inland Empire.

- In this Q2 quarter (April to June of 2025), Vehicle Miles Travel (VMT) across all District 8 freeways were 5.49 billion miles, an increase of 3.7 percent from previous quarter.
- There was 9 million Vehicle Hours of Delay (VHD) at the 60-mph speed threshold, an increase of 1.5 percent over previous quarter and a decrease of 2.7 percent from a year ago.
- 2.12 million of the 3.4 million VHD at 35 mph were generated in Riverside County, 1.33 VHD at 35 mph were generated in San Bernardino Count.
- In this quarter about 81 percent of the total delay in District 8 at the 35-mph speed threshold were generated from I-15 (33%), I-215 (19%), SR-91 (17%) and SR-60 (12%).
- These delays were equivalent to 113 Lost Lane Miles Hours (LLM)* from the freeway network during the PM Peak Period, compared to 122 LLM from previous quarter.
- The average weekday daily delay in this quarter was approximately 44 thousand VHD at 35-mph speed threshold, and 116 thousand VHD at 60-mph speed thresholds (4.7 percent decrease and 5.1 Percent decrease respectively over the previous quarter.)
- Fridays, Thursdays and Tuesdays are the most congested days of the week in this quarter then Mondays and Wednesdays. Morning peak hour was at 7 AM. Afternoon peak hour was at 4 PM. The peak periods extended from 6:30 AM to 8:30 AM and from 3 PM to 5 PM.

- Weekend's peak hour (Saturday and Sunday) was at 2 PM, and peak period extended between 11 AM and 5 PM.
- By the end of the second quarter, detectors in good service condition account for 50 percent of the total detectors, while 50 percent of total detectors are nonoperational.

Bottleneck Locations

Table 1: Top 20 Bottlenecks for the 2024 Calendar Year:

Location	County	Route	Name	Peak Period (AM/PM)	Abs Postmile (Miles)	CA Postmile (Miles)	Days Observed (Days)	Avg Extent (Miles)	Total Delay (vehicle-hours)	Total Duration (Minutes)
1	Riverside	I15-N	Winchester Road	PM	61.12	6.6	251	5.95	616,237.70	48,820.00
2	Riverside	SR91-W	Route 71	AM	39.29	1.975	178	4.74	422,106.20	29,265.00
3	San Bernardino	I15-S	Jurupa	PM	107.73	0.969	251	2.52	325,362.60	56,050.00
4	San Bernardino	I15-N	4th Street	PM	109.97	3.2	250	2.19	245,484.00	45,915.00
5	Riverside	SR60-E	Pigeon Pass	PM	54.63	14.509	243	3.42	240,430.70	49,115.00
6	Riverside	I15-S	Weirick Rd	PM	90.36	35.878	248	3.01	201,415.50	31,165.00
7	Riverside	I215-N	Harley Knox Blvd	AM	24.17	32.5	236	3.26	182,608.40	32,990.00
8	San Bernardino	I15-S	Jurupa	AM	107.73	.969	243	1.95	169,334.60	47,205.00
9	Riverside	SR91-W	Route 71	AM	39.86	2.542	153	3.25	163,795.70	14,690.00
10	San Bernardino	I15-N	Foothill	PM	111.97	5.2	215	2.23	154,608.70	28,600.00
11	San Bernardino	SR60-E	Euclid	PM	35.01	4.408	179	3.38	152,370.20	33,070.00
12	Riverside	SR91-E	McKinley	PM	46.57	9.23	236	2.67	150,590.30	29,565.00
13	San Bernardino	I210-E	Haven Ave	PM	59.24	6.8	150	3.09	137,803.90	22,140.00
14	Riverside	I15-N	Rancho California	PM	60.22	5.7	162	5.44	136,254.00	10,690.00
15	San Bernardino	I10-E	Haven Ave	PM	54.99	8.22	184	2.49	134,376.40	39,895.00
16	San Bernardino	I15-N	Oakie Flats	PM	126.77	17.4	158	4.09	127,000.40	21,995.00
17	Riverside	I215-N	Central / Watkins	AM	31.63	39.652	227	2.41	116,089.50	38,630.00
18	Riverside	SR91-W	Pierce	PM	48.15	10.724	226	1.85	112,786.10	41,235.00
19	San Bernardino	I210-E	0.4 Miles east of Carnelian	PM	57.54	5.1	214	3.03	104,534.60	17,000.00
20	San Bernardino	I210-E	Archibald	PM	58.14	5.7	112	3.73	100,742.60	15,505.00

Table 2: Top 10 Bottlenecks for the 2025 2nd Quarter:

Location	County	Route	Name	Peak Period (AM/PM)	Abs Postmile (Miles)	CA Postmile (Miles)	Days Observed (Days)	Avg Extent (Miles)	Total Delay (vehicle-hours)	Total Duration (Minutes)
1	Riverside	SR91-W	Route 71	AM	39.29	1.975	63	4.04	139,058.90	11,140.00
2	Riverside	I15-N	Winchester Road	PM	61.12	6.6	23	6.38	75,476.60	4,830.00
3	Riverside	SR91-E	McKinley	PM	46.57	9.23	56	2.86	65,954.80	12,625.00
4	San Bernardino	I15-S	Jurupa	PM	107.73	0.969	61	2.37	54,155.80	13,480.00
5	San Bernardino	I210-E	Milliken	PM	60.44	8.0	62	6.46	51,789.30	5,440.00
6	Riverside	I15-S	Weirick Rd	PM	89.98	35.498	45	5.28	105,945.10	9,460.00
7	Riverside	SR60-E	Pigeon Pass	PM	54.63	14.509	48	3.39	42,983.70	9,150.00
8	Riverside	I15-N	Rancho California	PM	59.22	4.7	40	2.83	39,110.90	5,675.00
9	San Bernardino	I210-E	Day Creek	PM	61.84	9.4	55	3.09	37,445.10	6,550.00
10	Riverside	SR60-E	Main Street	PM	52.10	11.815	63	5.59	37,262.00	10,440.00

Bottleneck Mitigation Projects:

Location 1:

Project EA 08-0F5414, Project Began January 31,2023

In Riverside County Rte. 91/71 Interconnect

Location 2:

Project EA 08-000051, Project Began January 2,2025

I-15 Corridor Freight & Express Lanes Project Contract 1, Widen Express Lanes

Location 3:

Project EA 08-1J990, Project Began May 05, 2022

Reconstruct SR-91 McKinley interchange, Ramp metering and Signal placement

Location 4:

Project EA 08-000051, Project Began January 2,2025

I-15 Corridor Freight & Express Lanes Project Contract 1, Widen Express Lanes

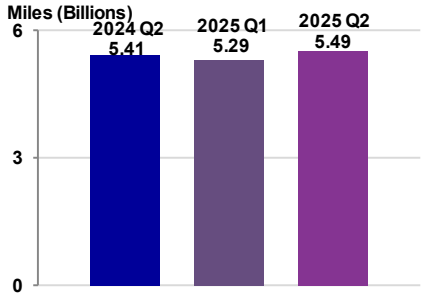
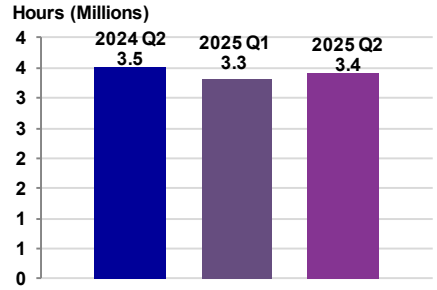
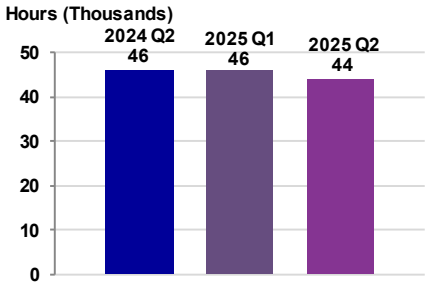
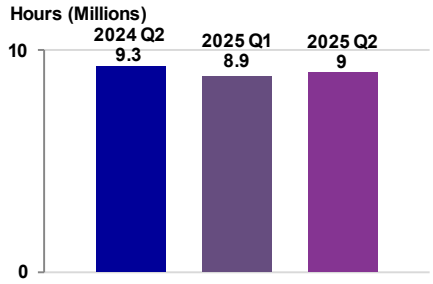
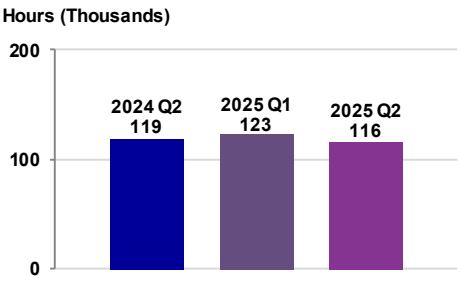
Location 8:

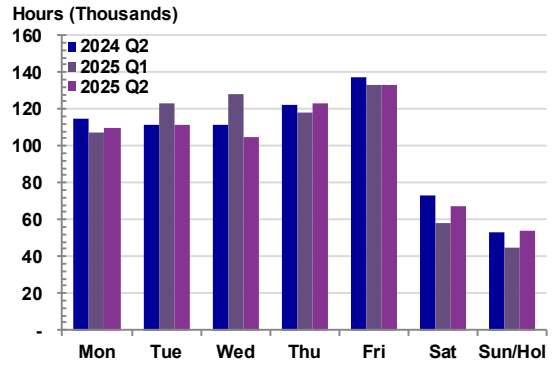
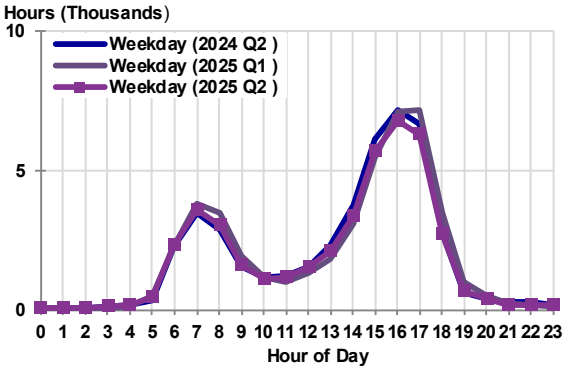
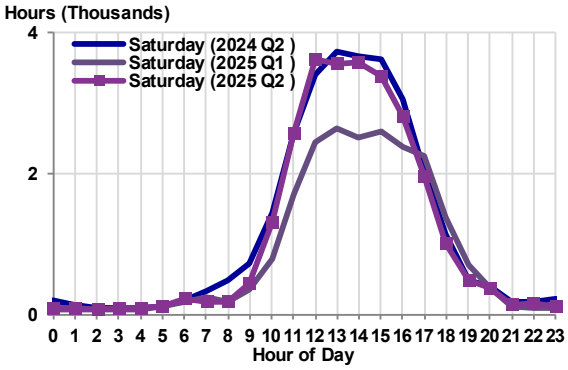
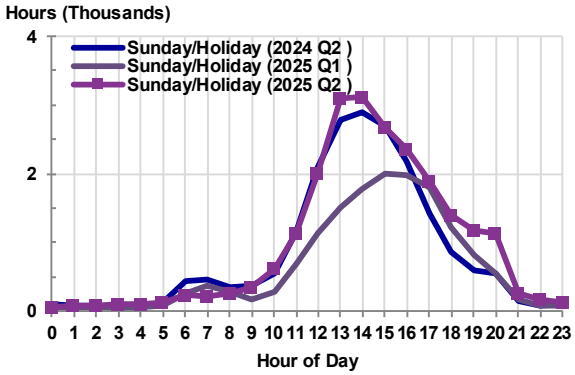
Project EA 08-1K402, Project Began February 26,2024

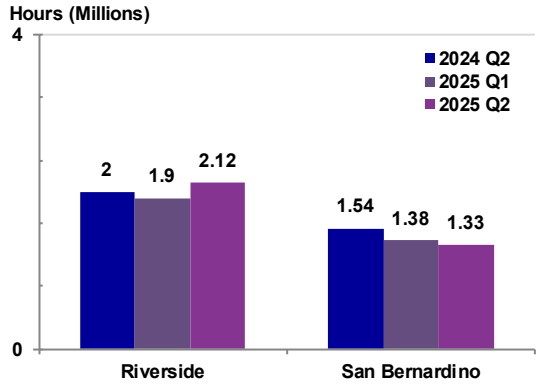
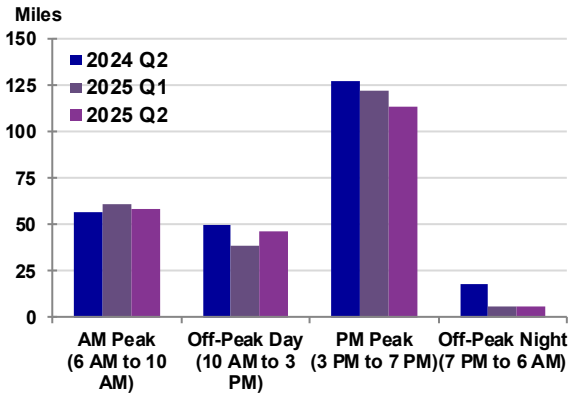
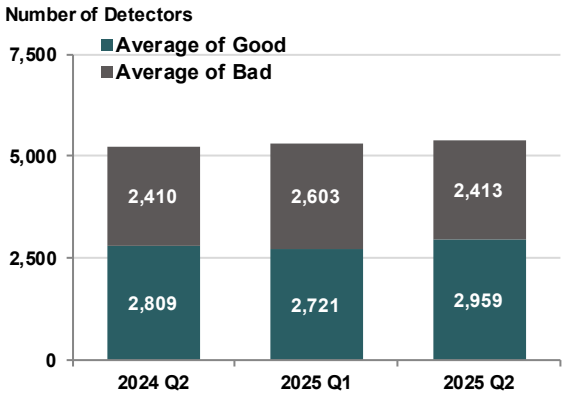
Rte. 15 NB Between Temecula Parkway and Rancho California, I-15 Congestion Relief Project

Quarterly Mobility Statistics

The following figures show a summary of the performance across all state routes in the districts.

Measure	Graph	Percentage Change	
		Over one year ago	Over last quarter
Vehicle Miles of Travel (VMT)		1.4%	3.7%
Total Vehicle Hours of Delay (VHD) at 35 mph		-2.7%	4.4%
Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 35 mph		-3.8%	-4.7%
Total Vehicle Hours of Delay (VHD) at 60 mph		-2.7%	1.5%
Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 60 mph		-2.6%	-5.1%

Measure	Graph	Percentage Change	
Average Vehicle Hours of Delay by Day of Week at 60 mph		Largest Magnitude Decrease over one year ago Wednesday -5.6%	Largest Magnitude Decrease over last quarter Wednesday -18.5%
		Largest Magnitude Increase over one year ago Sun/Hol 2.7%	Largest Magnitude Increase over last quarter Saturday 15.5%
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Weekdays		Largest Magnitude Weekday Decrease over one year ago 3 PM -6.9%	Largest Magnitude Weekday Decrease over last quarter 5 PM -12.3%
		Largest Magnitude Weekday Increase over one year ago 8 AM 5.1%	Largest Magnitude Weekday Increase over last quarter 2 PM 8.5%
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Saturdays		Largest Magnitude Saturday Decrease over one year ago 8 AM -62.5%	Largest Magnitude Saturday Decrease over last quarter 6 PM -26.9%
		Largest Magnitude Saturday Increase over one year ago 12 PM 6.3%	Largest Magnitude Saturday Increase over last quarter 12 PM 47.2%
Average Vehicle Hours of Delay by Hour of Day at 35 mph, Sundays/ Holidays		Largest Magnitude Sun./Holiday Decrease over one year ago 7 AM -52.2%	Largest Magnitude Sun./Holiday Decrease over last quarter 7 AM -41.5%
		Largest Magnitude Sun./Holiday Increase over one year ago 8 PM 107.3%	Largest Magnitude Sun./Holiday Increase over last quarter 1 PM 106.3%

Measure	Graph	Percentage Change	
Total Vehicle Hours of Delay (VHD) by County at 35 mph		Largest Magnitude Decrease over one year ago San Bernardino -13.3%	Largest Magnitude Decrease over last quarter San Bernardino -3.7%
		Largest Magnitude Increase over one year ago Riverside 5.5%	Largest Magnitude Increase over last quarter Riverside 10.3%
Average Non-Holiday Weekday Equivalent Lost Lane Mile Hours at 35 mph		Largest Magnitude Decrease over one year ago PM Peak -10.9%	Largest Magnitude Decrease over last quarter PM Peak -6.8%
		Largest Magnitude Increase over one year ago AM Peak 0.1%	Largest Magnitude Increase over last quarter Off-Peak Day 16.6%
Average Number of Good and Bad Detectors		Change in Good over one year ago 5%	Change in Good over last quarter 9%
		Change in Bad over one year ago 0.1%	Change in Bad over last quarter -7%

Congestion by Route											
		Vehicle Hours of Delay at 35 mph			Difference 2025 Q2-2024 Q2		Difference 2025 Q2-2025 Q1		Rank		
Route	County	2024 Q2	2025 Q1	2025 Q2	Absolute	Percentage	Absolute	Percentage	2024 Q2	2025 Q1	2025 Q2
I15	Riverside	599,230.50	602,916.30	627,404.00	28,173.50	5%	24,488	4%	1	1	1
SR91	Riverside	554,990.40	505,632.30	578,463.50	23,473.10	4%	72,831	14%	3	3	2
I215	Riverside	537,863.70	477,550.60	522,525.40	-15,338.30	-3%	44,975	9%	4	4	3
I15	San Bernardino	556,284.50	540,904.80	503,321.20	-52,963.30	-10%	(37,584)	-7%	2	2	4
SR60	Riverside	232,878.60	295,493.70	317,656.00	84,777.40	36%	22,162	8%	7	6	5
I10	San Bernardino	462,622.80	348,440.20	295,333.20	-167,289.60	-36%	(53,107)	-15%	5	5	6
I210	San Bernardino	289,084.10	244,125.10	256,040.60	-33,043.50	-11%	11,916	5%	6	7	7
I215	San Bernardino	95,080.50	116,237.80	129,827.10	34,746.60	37%	13,589	12%	8	8	8
SR60	San Bernardino	93,137.70	99,017.80	103,498.50	10,360.80	11%	4,481	5%	9	9	9
I10	Riverside	73,171.80	32,344.10	54,508.10	-18,663.70	-26%	22,164	69%	10	11	10
SR71	San Bernardino	41,749.70	34,425.30	44,626.80	2,877.10	7%	10,202	30%	11	10	11
SR71	Riverside	6,298.40	4,012.20	14,524.90	8,226.50	131%	10,513	262%	12	12	12
TOTALS		3,542,393	3,301,100	3,447,729	-94,663	-2.7%	146,629	4.44%			