April 19, 2022

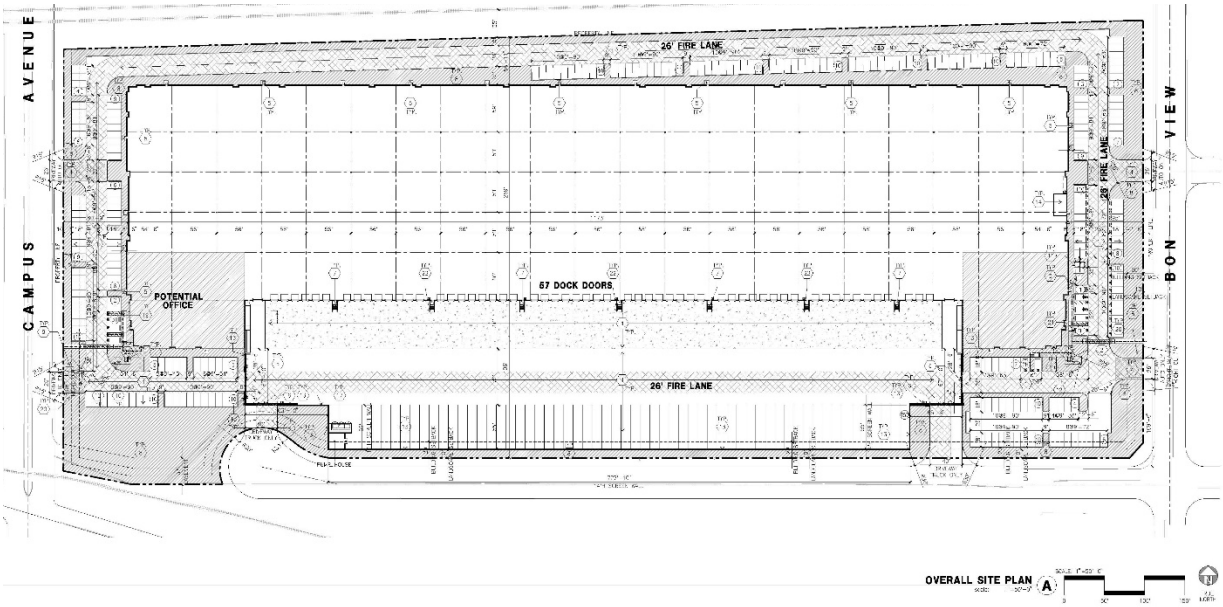
Ms. Tracy Zinn
T&B Planning, Inc.
3200 El Camino Real, Suite 100
Irvine, CA 92602

E. STATE STREET WAREHOUSE (TPM NO. 20531) TRIP GENERATION ASSESSMENT

Ms. Tracy Zinn,

This letter has been prepared to summarize the trip generation assessment findings for the development located at E. State Street Warehouse development (**Project**), which is located on the northeast corner of Campus Avenue and State State in the City of Ontario (see Exhibit 1).

EXHIBIT 1: PRELIMINARY SITE PLAN



EXECUTIVE SUMMARY

As detailed in the memorandum below, the Project is anticipated to generate 630 net new daily trips, with 33 net new AM peak hour trips and 50 net new PM peak hour trips compared to the existing use (in passenger car equivalent or PCE). The County's Guidelines indicate that development projects that generate more than 100 peak hour trips (without consideration of pass-by trips) would require the preparation and submittal of a Transportation Impact Analysis. Since the Project is anticipated to generate fewer than 100 net new peak hour trips during the morning and evening peak hours and would contribute fewer than 50 net new peak hour trips to any study area intersection, additional peak hour traffic operations analysis is not required.

TRIP GENERATION

EXISTING TRAFFIC

The existing site is currently occupied by a number of industrial/warehousing users. In an effort to understand the existing traffic associated with the current uses, traffic counts were collected at the driveways and all site adjacent parking associated with the existing uses on February 2 and 3, 2022 (Wednesday and Thursday). A summary of the count data collected is shown on Table 1. Table 1 provides a detailed summary of the counts collected at all driveway locations, by day. See Attachment A for detailed driveway count data worksheets.

TABLE 1: SUMMARY OF EXISTING DRIVEWAY COUNTS

	Total Driveways						
	AM Peak Hour			PM Peak Hour			
Land Use	In	Out	Total	In	Out	Total	Daily
Wednesday: February 2, 2022							
Passenger Cars:	6	4	10	1	5	6	93
2-axle Trucks:	1	1	2	0	0	0	42
3-axle Trucks:	0	1	1	0	0	0	29
4+-axle Trucks:	2	1	3	1	1	2	31
Total Truck Trips:	3	3	6	1	1	2	102
Total Trips[1]	9	7	16	2	6	8	195
Thursday: February 3, 2022							
Passenger Cars:	5	0	5	2	5	7	120
2-axle Trucks:	1	1	2	0	0	0	53
3-axle Trucks:	1	2	3	0	1	1	21
4+-axle Trucks:	0	0	0	1	1	2	20
Total Truck Trips:	2	3	5	1	2	3	94
Total Trips[1]	7	3	10	3	7	10	214

[1] Total Trips = Passenger Cars + Truck Trips.

Table 2 below summarizes the average existing trip generation based on the count data collected over two consecutive days. The existing site currently generates an average of 208 two-way trips per day (104 trips in and 104 trips out), with 14 trips during the AM peak hour and 10 trips during the PM peak hour. The morning peak hour between 7-9 AM occurred between 7:45-8:45 AM and the evening peak hour between 4-5 PM. Trip generation for the existing use has been reflected in both actual vehicles and passenger car equivalent (PCE).

PCE factors were applied to the trip generation rates for heavy trucks (large 2-axles, 3-axles, 4+-axles). PCEs allow the typical "real-world" mix of vehicle types to be represented as a single, standardized unit, such as the passenger car, to be used for the purposes of capacity and level of service analyses. The PCE factors are consistent with the recommended PCE factors commonly used in the City and County of San Bernardino.

TABLE 2: AVERAGE EXISTING TRIP GENERATION

	Average Trip Generation[2]						
	AM Peak Hour			PM Peak Hour			
Land Use	In	Out	Total	In	Out	Total	Daily
Actual Vehicles:							
Passenger Cars:	6	2	8	2	5	7	108
2-axle Trucks:	1	1	2	0	0	0	48
3-axle Trucks:	1	2	2	0	1	1	26
4+-axle Trucks:	1	1	2	1	1	2	26
Total Truck Trips:	3	3	6	1	2	3	100
Total Trips (Actual Vehicles)[1]	9	5	14	3	7	10	208
Passenger Car Equivalent (PCE):							
Passenger Cars:	6	2	8	2	5	7	108
2-axle Trucks (PCE = 1.5):	2	2	3	0	0	0	72
3-axle Trucks (PCE = 2.0):	1	3	4	0	1	1	52
4+-axle Trucks (PCE = 3.0):	3	2	5	3	3	6	78
Total Truck Trips (PCE):	6	6	12	3	4	7	202
Total Trips (PCE)[1]	12	8	20	5	9	14	310

[1] Total Trips = Passenger Cars + Truck Trips.

[2] Average trip generation based on actual count data surveyed on 2/2/22 and 2/3/22.

PROPOSED PROJECT

In order to develop the traffic characteristics of the proposed Project, trip-generation statistics published in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021) for the proposed land uses were used. For purposes of this assessment, the following ITE land use codes and vehicle mixes has been utilized for the Project (see Table 3 for the trip generation rates):

- ITE land use code 157 (High-Cube Cold Storage Warehouse) has been used to derive site specific trip generation estimates for up to 50,459 square feet (15% of the building square footage). High-cube cold storage warehouses include warehouses characterized by the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses. High-cube cold storage warehouses are facilities typified by temperature-controlled environments for frozen food or other perishable products. The High-Cube Cold Storage Warehouse vehicle mix (passenger cars versus trucks) has also been obtained from the latest ITE's Trip Generation Manual. The truck percentages were further broken down by axle type per the following SCAQMD recommended truck mix: 2-Axle = 34.7%; 3-Axle = 11.0%; 4+-Axle = 54.3%.
- High-Cube Fulfillment Center Warehouse has been used to derive site specific trip generation estimates for up to 285,932 square feet of the proposed Project (85% of the building square footage). The ITE Trip Generation Manual (11th Edition, 2021) has trip generation rates for high-cube fulfillment center use for both non-sort and sort facilities (ITE land use code 155). While there is sufficient data to support use of the trip generation rates for non-sort facilities, the sort facility rate appears to be unreliable because they are based on limited data (i.e., one to two surveyed sites). The proposed Project is speculative and whether a non-sort or sort facility end-user would occupy the buildings is not known at this time. Lastly, the ITE Trip Generation Manual recommends the use of local data sources where available. As such, the best available source for high-cube fulfilment center use would be the trip-generation statistics published in the High-Cube Warehouse Trip Generation Study (WSP, January 29, 2019) which was commissioned by the Western Riverside Council of Governments (WRCOG) in support of the Transportation Uniform Mitigation Fee (TUMF) update in the County of Riverside. The WSP trip generation rates were published in January 2019 and are based on data collected at 11 local high-cube fulfillment center sites located throughout Southern California (specifically Riverside County and San Bernardino County). However, the WSP study does not include a split for inbound and outbound vehicles, as such, the inbound and outbound splits per the ITE Trip Generation Manual for Land Use Code 154 have been utilized. The truck percentages were further broken down by axle type per the WSP recommended truck mix: 2-4-Axle = 44.1%; 5+-Axle = 55.9%.

TABLE 3: TRIP GENERATION RATES

Land Use[1]	Units[2]	ITE LU Code	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Actual Vehicle Trip Generation Rates:									
High-Cube Fulfillment Center Warehouse	TSF	--[4]	0.089	0.033	0.122	0.050	0.115	0.165	2.129
Passenger Cars			0.079	0.024	0.103	0.040	0.104	0.144	1.750
2-4 Axle Trucks			0.004	0.004	0.008	0.005	0.006	0.011	0.162
5+-Axle Trucks			0.005	0.006	0.011	0.005	0.005	0.010	0.217
High-Cube Cold Storage Warehouse[3]	TSF	157	0.085	0.025	0.110	0.034	0.086	0.120	2.120
Passenger Cars			0.076	0.004	0.080	0.019	0.071	0.090	1.370
2-Axle Trucks			0.003	0.007	0.010	0.005	0.005	0.010	0.260
3-Axle Trucks			0.001	0.002	0.003	0.002	0.001	0.003	0.083
4+-Axle Trucks			0.005	0.011	0.016	0.008	0.008	0.016	0.407

[1] Trip Generation & Vehicle Mix Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).

[2] TSF = thousand square feet

[3] Truck Mix: South Coast Air Quality Management District's (SCAQMD) recommended truck mix, by axle type.

Normalized % - With Cold Storage: 34.7% 2-Axle trucks, 11.0% 3-Axle trucks, 54.3% 4-Axle trucks.

[4] Vehicle Mix Source: High Cube Warehouse Trip Generation Study, WSP, January 29, 2019.

Inbound and outbound split source: ITE Trip Generation Manual, Eleventh Edition (2021) for ITE Land Use Code 154.

Table 4 shows the resulting Project trip generation summary, which shows the Project is anticipated to generate a total of 718 two-way trips per day with 41 AM peak hour trips and 53 PM peak hour trips (actual vehicles). Based on the PCE, the Project is anticipated to generate a total of 940 two-way PCE trips per day with 52 PCE AM peak hour trips and 64 PCE PM peak hour trips.

TABLE 4: PROJECT TRIP GENERATION

Land Use	Quantity	Units[1]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Trip Generation Summary (Actual Vehicles):									
High-Cube Cold Storage (15%)	50.459	TSF							
Passenger Cars:			4	0	4	1	4	5	70
2-axle Trucks:			0	0	0	0	0	0	14
3-axle Trucks:			0	0	0	0	0	0	4
4+-axle Trucks:			0	1	1	0	0	0	22
Total Trucks:			0	1	1	0	0	0	40
High-Cube Cold Storage Total Trips (Actual Vehicles)[2]			4	1	5	1	4	5	110
High-Cube Fulfillment (85%)	285.932	TSF							
Passenger Cars:			23	7	30	12	30	42	500
2-4 axle Trucks:			1	1	2	1	2	3	46
5+-axle Trucks:			2	2	4	1	2	3	62
Total Trucks:			3	3	6	2	4	6	108
High-Cube Fulfillment Total Trips (Actual Vehicles)[2]			26	10	36	14	34	48	608
Total Trips (Actual Vehicles)[2]			30	11	41	15	38	53	718
Trip Generation Summary (PCE):									
High-Cube Cold Storage (15%)	50.459	TSF							
Passenger Cars:			4	0	4	1	4	5	70
2-axle Trucks (PCE = 1.5):			0	1	1	0	0	0	20
3-axle Trucks (PCE = 2.0):			0	0	0	0	0	0	8
4+-axle Trucks (PCE = 3.0):			1	2	3	1	1	2	62
Total Trucks:			1	3	4	1	1	2	90
High-Cube Cold Storage Total Trips (PCE)[2]			5	3	8	2	5	7	160
High-Cube Fulfillment (85%)	285.932	TSF							
Passenger Cars:			23	7	30	12	30	42	500
2-4 axle Trucks (PCE = 2.0):			2	2	4	3	3	6	94
5+-axle Trucks (PCE = 3.0):			5	5	10	4	5	9	186
Total Trucks:			7	7	14	7	8	15	280
High-Cube Fulfillment Total Trips (PCE)[2]			30	14	44	19	38	57	780
Total Trips (PCE)[2]			35	17	52	21	43	64	940

[1] TSF = thousand square feet

[2] Total Trips = Passenger Cars + Truck Trips.

NET TRIP GENERATION

Table 5 shows the net trips generated by the Project compared to the existing use. The resulting net new trips are identified on Table 5. As shown, the Project is anticipated to generate 630 net new daily trips with 33 net new AM peak hour trips and 50 net new PM peak hour trips (in PCE).

TABLE 5: PROJECT NET TRIP GENERATION

	AM Peak Hour			PM Peak Hour			
Land Use	In	Out	Total	In	Out	Total	Daily
Proposed Project							
Passenger Cars:	27	7	34	13	34	47	570
Total Truck Trips (PCE):	8	10	18	8	9	17	370
Total Trips (PCE)[1]	35	17	52	21	43	64	940
Existing Use							
Passenger Cars:	6	2	8	2	5	7	108
Total Truck Trips (PCE):	6	6	12	3	4	7	202
Total Trips (PCE)[1]	12	8	20	5	9	14	310
Variance							
Passenger Cars:	21	5	26	12	29	40	462
Total Truck Trips (PCE):	3	4	7	5	5	10	168
Total Trips (PCE)[1]	24	9	33	17	34	50	630

[1] Total Trips = Passenger Cars + Truck Trips.

FINDINGS

The City of Ontario adheres to the County's Transportation Impact Study Guidelines (dated July 9, 2019) which has been used to determine whether additional traffic analysis is necessary for the proposed Project. The County's Guidelines indicates that development projects that generate a net increase of 100 or more peak hour vehicle trips (without pass-by reductions) would require the preparation and submittal of a Transportation Impact Analysis.

The Project is anticipated to generate fewer than 100 net new peak hour trips during the morning and evening peak hours and would contribute fewer than 50 net new peak hour trips to any study area intersection. As such, additional peak hour traffic operations analysis is not necessary based on the County's Guidelines.

If you have any questions or comments, I can be reached at (949) 861-0177.

Respectfully submitted,

URBAN CROSSROADS, INC.

Charlene So

Charlene So, PE
Principal

ATTACHMENT A: EXISTING DRIVEWAY COUNTS

Table A-1

Summary of Driveway Counts: E. State Street

	Total Driveways						
	AM Peak Hour			PM Peak Hour			
Land Use	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**Daily**
Wednesday: February 2, 2022							
Passenger Cars:	6	4	10	1	5	6	93
2-axle Trucks:	1	1	2	0	0	0	42
3-axle Trucks:	0	1	1	0	0	0	29
4+-axle Trucks:	2	1	3	1	1	2	31
Total Truck Trips:	3	3	6	1	1	2	102
Total Trips[1]	**9**	**7**	**16**	**2**	**6**	**8**	**195**
Thursday: February 3, 2022							
Passenger Cars:	5	0	5	2	5	7	120
2-axle Trucks:	1	1	2	0	0	0	53
3-axle Trucks:	1	2	3	0	1	1	21
4+-axle Trucks:	0	0	0	1	1	2	20
Total Truck Trips:	2	3	5	1	2	3	94
Total Trips[1]	**7**	**3**	**10**	**3**	**7**	**10**	**214**

[1] Total Trips = Passenger Cars + Truck Trips.

City:	Ontario
Location:	All Driveways
Date:	2/2/2022
Count Type:	Classified Driveway Count

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	1	0	1
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	1	0	1
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	1	0	1
3:30	0	0	0	0	0
3:45	0	0	1	0	1
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	1	0	0	0	1
5:15	0	0	0	0	0
5:30	1	0	0	0	1
5:45	0	0	1	0	1
6:00	1	2	0	0	3
6:15	1	0	0	0	1
6:30	1	0	0	0	1
6:45	3	2	0	0	5
7:00	4	2	0	0	6
7:15	0	0	1	0	1
7:30	0	0	1	2	3
7:45	1	0	0	1	2
8:00	0	0	0	0	0
8:15	1	0	0	1	2
8:30	4	1	0	0	5
8:45	1	0	0	0	1
9:00	0	1	0	1	2
9:15	0	0	1	0	1
9:30	0	0	0	0	0
9:45	1	0	0	0	1
10:00	2	0	0	0	2
10:15	2	1	0	1	4
10:30	1	0	0	0	1
10:45	2	0	0	0	2
11:00	1	0	0	1	2
11:15	0	1	1	1	3
11:30	1	0	0	0	1
11:45	1	1	1	0	3

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	1	0	1
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	1	0	1
2:15	1	0	0	0	1
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	1	0	0	0	1
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	1	1	0	0	2
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	0	0	1	0	1
5:15	0	0	0	0	0
5:30	0	0	0	0	0
5:45	0	0	0	0	0
6:00	0	1	0	0	1
6:15	0	0	0	0	0
6:30	0	1	0	0	1
6:45	0	0	0	0	0
7:00	0	0	0	0	0
7:15	0	0	1	0	1
7:30	0	0	0	0	0
7:45	1	1	1	0	3
8:00	0	0	0	0	0
8:15	1	0	0	0	1
8:30	2	0	0	1	3
8:45	0	1	1	0	2
9:00	1	1	0	0	2
9:15	1	2	0	2	5
9:30	0	0	0	0	0
9:45	1	1	1	0	3
10:00	0	1	0	1	2
10:15	0	0	0	1	1
10:30	0	0	0	1	1
10:45	1	0	0	1	2
11:00	1	0	0	0	1
11:15	2	0	1	0	3
11:30	2	0	0	1	3
11:45	1	0	1	0	2

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City:	Ontario
Location:	All Driveways
Date:	2/2/2022
Count Type:	Classified Driveway Count

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	0	1	0	0	1
12:15	1	0	0	0	1
12:30	1	0	0	0	1
12:45	0	0	0	1	1
13:00	0	0	0	0	0
13:15	0	1	0	0	1
13:30	0	1	0	0	1
13:45	0	0	0	1	1
14:00	0	0	0	1	1
14:15	1	0	0	0	1
14:30	0	2	0	1	3
14:45	1	0	0	0	1
15:00	2	0	0	0	2
15:15	0	0	0	0	0
15:30	1	0	1	0	2
15:45	1	0	0	0	1
16:00	0	0	0	1	1
16:15	0	0	0	0	0
16:30	1	0	0	0	1
16:45	0	0	0	0	0
17:00	0	0	0	0	0
17:15	0	0	0	0	0
17:30	0	0	0	0	0
17:45	1	0	0	0	1
18:00	0	0	1	0	1
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	1	1	0	0	2
19:00	0	0	1	0	1
19:15	2	1	0	0	3
19:30	0	1	0	0	1
19:45	1	0	0	0	1
20:00	0	0	0	1	1
20:15	1	0	0	0	1
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	1	0	0	1
21:30	0	0	0	0	0
21:45	1	0	0	0	1
22:00	0	0	0	0	0
22:15	0	0	0	0	0
22:30	0	1	0	1	2
22:45	0	0	0	0	0
23:00	0	1	1	0	2
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	**46**	**22**	**14**	**15**	**97**

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	0	0	0	1	1
12:15	2	0	0	1	3
12:30	1	0	0	0	1
12:45	0	1	0	0	1
13:00	0	0	0	0	0
13:15	0	0	0	1	1
13:30	1	0	0	0	1
13:45	0	1	0	0	1
14:00	0	0	1	0	1
14:15	0	0	0	0	0
14:30	1	2	1	0	4
14:45	2	1	1	0	4
15:00	0	0	0	2	2
15:15	2	0	0	0	2
15:30	4	0	0	1	5
15:45	2	0	0	1	3
16:00	2	0	0	0	2
16:15	1	0	0	1	2
16:30	2	0	0	0	2
16:45	0	0	0	0	0
17:00	1	0	0	0	1
17:15	1	0	0	0	1
17:30	1	0	0	0	1
17:45	0	0	0	0	0
18:00	0	0	2	0	2
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	1	0	0	0	1
19:00	0	0	0	0	0
19:15	0	1	0	0	1
19:30	0	1	0	0	1
19:45	1	0	0	0	1
20:00	1	0	0	0	1
20:15	0	0	1	0	1
20:30	1	0	0	0	1
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0
22:30	0	1	0	0	1
22:45	1	0	0	0	1
23:00	0	2	0	0	2
23:15	1	0	0	0	1
23:30	0	0	0	0	0
23:45	1	0	0	0	1
	47	**20**	**15**	**16**	**98**

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City:	Ontario
Location:	All Driveways
Date:	2/2/2022
Count Type:	Classified Driveway Count

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	1	0	0	0	1
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	1	0	0	1
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	1	0	0	1
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	0	0	0	0	0
5:30	0	0	1	0	1
5:45	2	1	1	0	4
6:00	1	2	0	0	3
6:15	1	1	2	0	4
6:30	1	0	0	1	2
6:45	5	0	0	0	5
7:00	3	0	0	0	3
7:15	1	0	0	0	1
7:30	0	0	1	0	1
7:45	1	1	0	0	2
8:00	0	0	0	0	0
8:15	1	0	0	1	2
8:30	1	0	0	0	1
8:45	1	0	0	0	1
9:00	1	0	0	0	1
9:15	1	0	0	0	1
9:30	0	0	0	0	0
9:45	1	1	0	0	2
10:00	0	1	0	0	1
10:15	2	0	0	0	2
10:30	2	0	0	0	2
10:45	0	0	1	0	1
11:00	0	1	0	0	1
11:15	0	0	0	1	1
11:30	4	0	0	0	4
11:45	0	0	0	0	0

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	1	0	0	1
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	1	0	0	1
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	1	0	0	0	1
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	0	0	0	0	0
5:30	0	0	0	0	0
5:45	1	0	0	0	1
6:00	1	0	0	1	2
6:15	0	2	1	0	3
6:30	0	0	0	3	3
6:45	2	0	0	0	2
7:00	0	0	1	0	1
7:15	0	0	0	0	0
7:30	0	1	1	0	2
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	1	0	0	0	1
8:30	0	0	0	0	0
8:45	0	1	0	0	1
9:00	1	0	1	0	2
9:15	4	1	0	0	5
9:30	1	0	0	0	1
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	2	0	0	2
10:30	2	0	0	0	2
10:45	0	1	1	0	2
11:00	0	0	0	0	0
11:15	1	0	0	0	1
11:30	5	0	0	1	6
11:45	0	1	0	0	1

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City: Ontario
Location: All Driveways
Date: 2/2/2022
Count Type: Classified Driveway Count

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	1	0	1	0	2
12:15	0	1	0	1	2
12:30	1	1	0	0	2
12:45	1	0	0	0	1
13:00	1	1	0	0	2
13:15	2	0	0	0	2
13:30	0	0	0	1	1
13:45	0	0	1	0	1
14:00	2	1	0	0	3
14:15	2	1	0	0	3
14:30	1	1	0	0	2
14:45	1	1	0	1	3
15:00	1	2	0	0	3
15:15	0	0	0	0	0
15:30	0	1	0	0	1
15:45	1	0	0	0	1
16:00	0	0	0	1	1
16:15	1	0	0	0	1
16:30	0	0	0	0	0
16:45	1	0	0	0	1
17:00	0	0	0	0	0
17:15	0	0	0	0	0
17:30	1	0	0	2	3
17:45	2	0	0	0	2
18:00	1	0	1	0	2
18:15	1	0	0	0	1
18:30	2	0	0	0	2
18:45	1	0	0	0	1
19:00	2	1	0	0	3
19:15	1	0	0	0	1
19:30	0	1	0	0	1
19:45	0	1	0	0	1
20:00	0	1	1	1	3
20:15	0	0	0	0	0
20:30	1	0	0	0	1
20:45	1	0	0	0	1
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	1	0	0	1
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	0	1	0	0	1
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	1	1
TOTAL	**59**	**26**	**10**	**11**	**106**

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	0	0	1	0	1
12:15	2	0	0	1	3
12:30	1	1	0	0	2
12:45	1	1	1	1	4
13:00	1	0	0	0	1
13:15	0	0	0	0	0
13:30	1	0	0	0	1
13:45	1	1	1	0	3
14:00	2	0	0	0	2
14:15	1	1	0	0	2
14:30	1	0	0	0	1
14:45	0	1	0	0	1
15:00	2	2	0	0	4
15:15	2	2	0	0	4
15:30	1	1	0	0	2
15:45	1	0	0	0	1
16:00	2	0	1	1	4
16:15	1	0	0	0	1
16:30	2	0	0	0	2
16:45	0	0	0	0	0
17:00	1	0	0	0	1
17:15	0	0	0	0	0
17:30	0	0	0	0	0
17:45	2	0	1	0	3
18:00	3	1	0	0	4
18:15	1	0	0	0	1
18:30	1	1	0	0	2
18:45	0	0	0	0	0
19:00	3	2	0	0	5
19:15	1	0	0	0	1
19:30	1	0	0	0	1
19:45	0	0	0	0	0
20:00	2	0	0	0	2
20:15	1	1	0	0	2
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	1	0	1	0	2
21:15	1	0	0	0	1
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	1	0	0	1
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	1	0	0	1	2
	61	**27**	**11**	**9**	**108**

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