URBAN | CROSSROADS

June 10, 2022

Ms. Deirdre McCollister
MIG
1650 Spruce Street, Suite 106
Riverside, CA 92507

CHI HOLDINGS FOR HIGHLAND WEST VEHICLE MILES TRAVELED (VMT) SCREENING EVALUATION

Ms. Deirdre McCollister,

Urban Crossroads, Inc. is pleased to provide the following Vehicle Miles Traveled (VMT) Screening Evaluation for the CHI Holdings for Highland West development (**Project**), which is located north of 3rd Street, south of 5th Street, and east of Central Avenue in the City of Highland.

PROJECT OVERVIEW

It is our understanding that the project is to consist of a 147,066 square foot industrial warehouse building on 6.92 acres. A preliminary site plan can be found in Exhibit 1.

EXHIBIT 1: PRELIMINARY SITE PLAN

BACKGROUND

Changes to California Environmental Quality Act (CEQA) Guidelines were adopted in December 2018, which require all lead agencies to adopt VMT as a replacement for automobile delay-based level of service (LOS) as the measure for identifying transportation impacts for land use projects. This statewide mandate went into effect July 1, 2020. To aid in this transition, the Governor's Office of Planning and Research (OPR) released a Technical Advisory on Evaluating Transportation Impacts in CEQA (December of 2018) (**Technical Advisory**) (1). In February 2020, the San Bernardino County Transportation Authority (SBCTA) released the SBCTA Recommended Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment (**SBCTA Guidelines**) (2) that address VMT analysis requirements. At the time of this analysis, the City of Highland has yet to formally adopted City VMT guidelines and impact thresholds. However, based on consultation with City planning and engineering staff, this analysis has been prepared utilizing recommendations outlined by the SBCTA Guidelines.

VMT SCREENING

The SBCTA Guidelines provides information on appropriate screening thresholds that can be used to identify when a proposed land use project is anticipated to result in a less than significant impact without the need to conduct a more detailed project level assessment. For the purposes of this analysis, the initial VMT screening process has been conducted with the SBCTA VMT Screening Tool (**Screening Tool**), which uses screening criteria consistent with the screening thresholds recommended in the City Guidelines. The SBCTA recommended screening thresholds are listed below:

- TPA screening
- Low VMT area screening
- Project Type screening

Consistent with City Guidelines, a land use project needs only to satisfy one of the above screening thresholds to result in a less than significant impact.

TPA SCREENING

Consistent with guidance identified in the SBCTA Guidelines, projects located within a Transit Priority Area (TPA) (i.e., within ½ mile of an existing "major transit stop"[1] or an existing stop along a "high-quality transit corridor"[2]) may be presumed to have a less than significant impact absent

[1] Pub. Resources Code, § 21064.3 ("'Major transit stop' means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.").
[2] Pub. Resources Code, § 21155 ("For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.").

substantial evidence to the contrary. However, the presumption may *not* be appropriate if a project:

- Has a Floor Area Ratio (FAR) of less than 0.75;
- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking);
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization); or
- Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

Based on the Screening Tool results presented in Attachment A, the Project site is not located within ½ mile of an existing major transit stop, or along a high-quality transit corridor.

TPA screening criteria is not met.

LOW VMT AREA SCREENING

As described in the SBCTA Guidelines, "Residential and office projects located within a low VMT-generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary. In addition, other employment-related and mixed-use land use projects may qualify for the use of screening if the project can reasonably be expected to generate VMT per resident, per worker, or per service population that is similar to the existing land uses in the low VMT area."[3] The Project's physical location based on APN(s) is selected in the Screening Tool to determine project generated VMT as compared to the City's recommended impact threshold. The parcel containing the proposed Project was selected and the Screening Tool was run for the VMT per employee measure of VMT. Based on the Screening Tool results, the Project is not located within a low VMT generating zone as compared to the City's recommended threshold of better than City of Highland future buildout VMT per employee (See Attachment A).

Low VMT Area screening criteria is not met.

PROJECT TYPE SCREENING

SBCTA Guidelines state that local serving retail projects less than 50,000 square feet may be presumed to have a less than significant impact. In addition to local serving retail, other local serving land uses such as public facilities, day care centers, gas stations, etc. would tend to provide local services and result in reducing overall VMT. The Project does not intend to develop any local serving retail or essential services.

Additionally, SBCTA Guidelines identifies projects that generate fewer than 110 daily trips would not cause a substantial increase in the total citywide or regional VMT and are therefore presumed to have a less than significant impact on VMT.

[3] SBCTA Guidelines; Page26

Existing Traffic

The site was occupied by existing uses that are currently active. In an effort to understand the existing traffic associated with the current uses, traffic counts were collected at the driveways on May 4 and May 5, 2022 (Wednesday and Thursday). A summary of the count data collected is shown on Table B-1 of Attachment B. See Attachment B for driveway count data worksheets.

Table 1 below summarizes the average existing trip generation based on the count data collected over two days. The existing site currently generates an average of 149 daily vehicle trips,

TABLE 1: EXISTING TRIP GENERATION

	AM Peak Hour			PM Peak Hour			
Land Use	In	Out	Total	In	Out	Total	Daily
Actual Vehicles:							
Existing Use							
Passenger Cars:	9	3	12	6	11	17	130
2-axle Trucks:	0	0	0	0	0	0	9
3-axle Trucks:	0	0	0	0	0	0	2
4+-axle Trucks:	0	1	1	0	0	0	8
Total Trucks:	0	1	1	0	0	0	19
Total Trips (Actual Vehicles)[1]	9	4	13	6	11	17	149

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

Proposed Project

The trip generation rates used for this analysis are based upon information collected by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, 2021 (3), for the proposed warehousing use (ITE Land Use Code 150) (see Table 2). The following summarizes the proposed land use and vehicle mix:

- Warehousing – ITE Land Use Code 150 has been used to derive site specific trip generation estimates for 147,066 square feet of the proposed Project. A warehouse is primarily devoted to the storage of materials but may also include office and maintenance areas. The vehicle mix has also been obtained from the ITE's latest Trip Generation Manual. The truck percentages were further broken down by axle type per the following South Coast Air Quality Management District (SCAQMD) recommended truck mix: 2-Axle = 16.7%; 3-Axle = 20.7%; 4+-Axle = 62.6%.

TABLE 2: TRIP GENERATION RATES

Land Use	ITE LU Code	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
Warehousing[3]	150	TSF	0.131	0.039	0.170	0.050	0.130	0.180	1.710
Passenger Cars (AM=88.2%, PM=83.3%, Daily=64.9%)			0.120	0.030	0.150	0.034	0.116	0.150	1.110
2-Axle Trucks (AM=1.97%, PM=2.79%, Daily=5.86%)			0.002	0.001	0.003	0.003	0.002	0.005	0.100
3-Axle Trucks (AM=2.44%, PM=3.46%, Daily=7.27%)			0.002	0.002	0.004	0.003	0.003	0.006	0.124
4+-Axle Trucks (AM=7.39%, PM=10.45%, Daily=21.97%)			0.007	0.006	0.013	0.010	0.009	0.019	0.376

[1] TSF = Thousand Square Feet

The trip generation summary illustrating daily, and peak hour trip generation estimates for the proposed Project in actual vehicles are shown on Table 3. As shown in Table 3, the proposed Project is anticipated to generate a total of 254 daily vehicle trips.

TABLE 3: PROPOSED PROJECT TRIP GENERATION SUMMARY

Proposed 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
Actual Vehicles:									
Warehousing	147.066	TSF							
Passenger Cars:			18	4	22	5	17	22	164
2-axle Trucks:			0	0	0	0	0	0	16
3-axle Trucks:			0	0	0	0	0	0	18
4+-axle Trucks:			1	1	2	1	1	2	56
Total Truck Trips:			1	1	2	1	1	2	90
Proposed Project Total (Actual Vehicles)			**19**	**5**	**24**	**6**	**18**	**24**	**254**

[1] TSF = Thousand Square Feet

Trip Generation Comparison

Table 4 shows the trip generation comparison between the existing and proposed use. The resulting net new trips are identified on Table 4. As shown, the Project is anticipated to generate 105 net new daily vehicle trips.

TABLE 4: TRIP GENERATION COMPARISON

	AM Peak Hour			PM Peak Hour			
Land Use	In	Out	Total	In	Out	Total	Daily
Proposed Project							
Passenger Cars:	18	4	22	5	17	22	164
Total Truck Trips (Actual Vehicles):	1	1	2	1	1	2	90
Total Trips	19	5	24	6	18	24	254
Existing							
Passenger Cars:	9	3	12	6	11	17	130
Total Truck Trips (Actual Vehicles):	0	1	1	0	0	0	19
Total Trips	9	4	13	6	11	17	149
Net Change							
Passenger Cars:	9	1	10	-1	6	5	34
Total Truck Trips (Actual Vehicles):	1	0	1	1	1	2	71
Total Trips	**10**	**1**	**11**	**0**	**7**	**7**	**105**

The proposed Project is anticipated to generate 105 net new daily vehicle trips, which is below the 110 daily vehicle trip threshold.

Project Type screening criteria is met.

CONCLUSION

In summary, the Project was found to meet the Project Type screening criteria; no further VMT analysis required.

If you have any questions, please contact me directly at aso@urbanxroads.com.

Respectfully submitted,

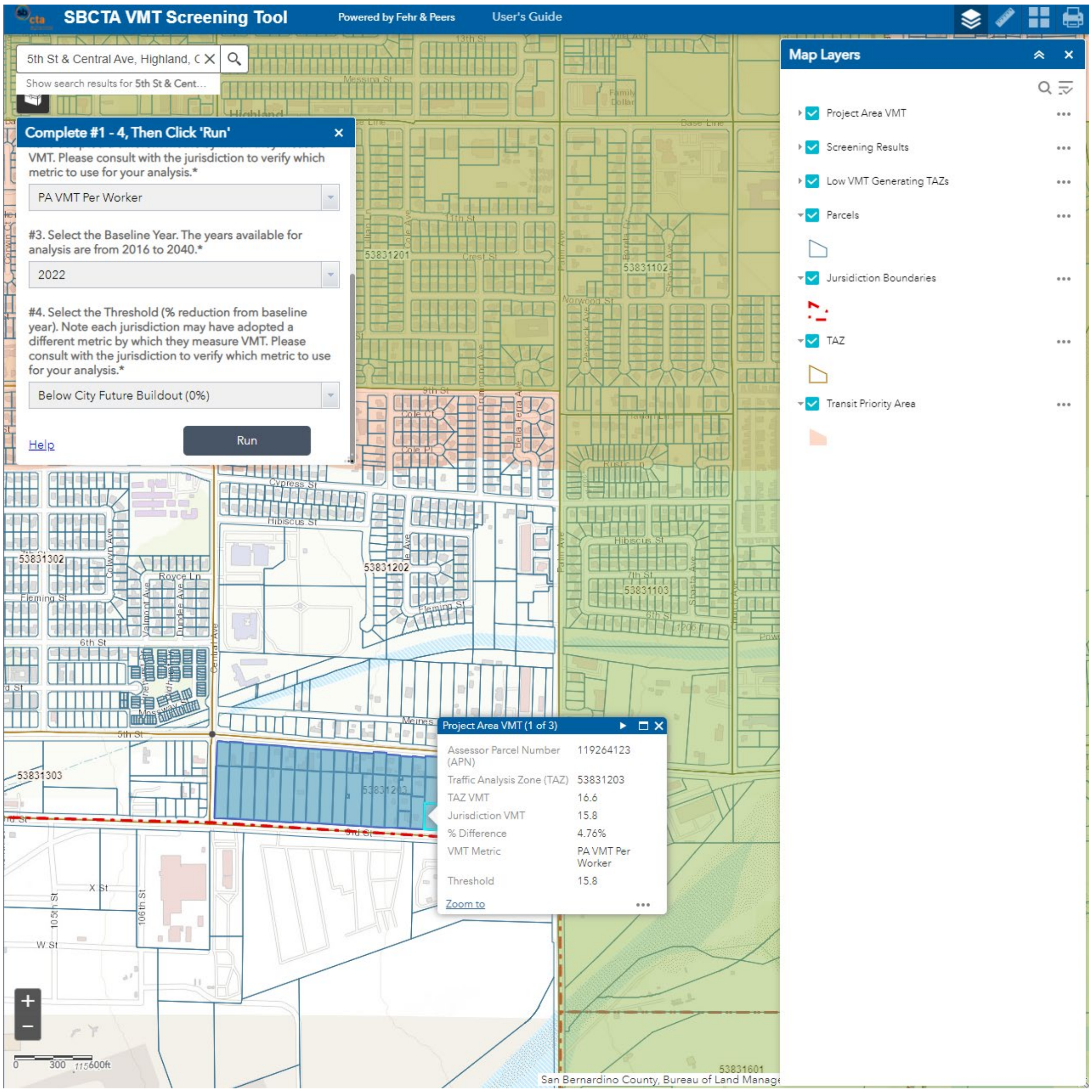
URBAN CROSSROADS, INC.

Alexander So
Senior Associate

REFERENCES

1. **Office of Planning and Research.** *Technical Advisory on Evaluating Transportation Impacts in CEQA.* State of California : s.n., December 2018.
2. **San Bernardino County Transportation Authority (SBCTA).** *Recommended Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment.* February 2020.
3. **Institute of Transportation Engineers.** *Trip Generation Manual.* 11th Edition. 2021.
4. **Southern California Association of Governments.** *Employment Density Study.* October 2001.

ATTACHMENT A
WRCOG SCREENING TOOL


SBCTA VMT Screening Tool
Powered by Fehr & Peers
User's Guide
5th St & Central Ave, Highland, C
Show search results for 5th St & Cent...
Complete #1 - 4, Then Click 'Run'
VMT. Please consult with the jurisdiction to verify which metric to use for your analysis.*
PA VMT Per Worker
#3. Select the Baseline Year. The years available for analysis are from 2016 to 2040.*
2022
#4. Select the Threshold (% reduction from baseline year). Note each jurisdiction may have adopted a different metric by which they measure VMT. Please consult with the jurisdiction to verify which metric to use for your analysis.*
Below City Future Buildout (0%)
Help
Run
Map Layers
Project Area VMT
Screening Results
Low VMT Generating TAZs
Parcels
Jursidiction Boundaries
TAZ
Transit Priority Area
Project Area VMT (1 of 3)
Assessor Parcel Number (APN) 119264123
Traffic Analysis Zone (TAZ) 53831203
TAZ VMT 16.6
Jurisdiction VMT 15.8
% Difference 4.76%
VMT Metric PA VMT Per Worker
Threshold 15.8
Zoom to
San Bernardino County, Bureau of Land Manage

ATTACHMENT B
DRIVEWAY COUNTS FOR HIGHLANDS WEST

City:	San Bernardino
Location:	All Driveways
Date:	5/4/2022
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	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	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	0	0	0	0
4:45	1	0	0	0	1
5:00	0	0	0	0	0
5:15	1	0	0	0	1
5:30	2	0	0	0	2
5:45	1	1	0	0	2
6:00	2	0	0	0	2
6:15	0	0	0	0	0
6:30	2	1	0	0	3
6:45	4	0	0	0	4
7:00	0	1	0	0	1
7:15	0	0	0	0	0
7:30	0	0	0	0	0
7:45	2	0	0	0	2
8:00	3	0	0	0	3
8:15	4	0	0	0	4
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	3	0	0	2	5
9:15	0	0	0	0	0
9:30	4	0	0	0	4
9:45	2	0	0	0	2
10:00	1	0	0	0	1
10:15	0	0	0	0	0
10:30	0	1	0	0	1
10:45	2	0	0	0	2
11:00	2	0	0	0	2
11:15	1	0	0	0	1
11:30	2	0	0	0	2
11:45	5	0	0	0	5

	Exiting				
	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	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	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	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	0	0	0	0	0
6:00	0	0	0	0	0
6:15	0	1	0	0	1
6:30	2	1	0	0	3
6:45	0	0	0	0	0
7:00	1	0	0	0	1
7:15	0	1	0	2	3
7:30	0	0	0	0	0
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	1	0	0	0	1
9:00	2	0	0	0	2
9:15	2	0	0	0	2
9:30	0	0	0	0	0
9:45	1	0	0	0	1
10:00	1	0	0	0	1
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	3	0	0	0	3
11:00	2	0	0	0	2
11:15	1	0	0	0	1
11:30	0	0	0	0	0
11:45	4	0	0	0	4

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

City:	San Bernardino
Location:	All Driveways
Date:	5/4/2022
Count Type:	Classified Driveway Count

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	0	0	0	0	0
12:15	0	0	0	0	0
12:30	1	0	0	0	1
12:45	0	0	0	0	0
13:00	1	0	0	0	1
13:15	1	0	0	2	3
13:30	0	0	0	0	0
13:45	1	0	0	0	1
14:00	1	1	0	0	2
14:15	1	0	0	0	1
14:30	1	0	0	0	1
14:45	1	0	0	0	1
15:00	0	0	0	0	0
15:15	0	0	0	0	0
15:30	0	0	0	0	0
15:45	0	0	0	0	0
16:00	1	0	0	0	1
16:15	0	0	0	0	0
16:30	1	0	0	0	1
16:45	0	0	0	0	0
17:00	1	0	0	0	1
17:15	0	0	0	0	0
17:30	2	0	0	0	2
17:45	0	0	0	0	0
18:00	1	0	0	0	1
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
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	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	**59**	**5**	**0**	**4**	**68**

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	1	0	0	2	3
12:15	0	0	0	0	0
12:30	2	0	0	0	2
12:45	0	0	0	0	0
13:00	2	0	0	0	2
13:15	1	0	0	0	1
13:30	1	0	0	0	1
13:45	1	0	0	0	1
14:00	1	0	0	0	1
14:15	3	0	0	0	3
14:30	1	0	0	0	1
14:45	1	0	0	0	1
15:00	0	0	0	0	0
15:15	0	0	0	0	0
15:30	4	2	0	0	6
15:45	1	0	0	0	1
16:00	1	0	0	0	1
16:15	1	0	0	0	1
16:30	2	0	0	0	2
16:45	2	0	0	0	2
17:00	2	0	0	0	2
17:15	0	0	0	0	0
17:30	3	0	0	0	3
17:45	1	0	0	0	1
18:00	1	0	0	0	1
18:15	1	0	0	0	1
18:30	0	0	0	0	0
18:45	1	0	0	0	1
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
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	2	0	0	0	2
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	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
	58	**5**	**0**	**4**	**67**

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

City:	San Bernardino
Location:	All Driveways
Date:	5/5/2022
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	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	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	0	0	0	0
4:45	1	0	0	0	1
5:00	0	0	0	0	0
5:15	1	0	0	0	1
5:30	1	0	0	0	1
5:45	2	0	0	0	2
6:00	1	0	0	0	1
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	1	0	0	0	1
7:00	0	0	0	0	0
7:15	2	0	0	0	2
7:30	3	1	0	0	4
7:45	1	0	0	0	1
8:00	4	0	0	0	4
8:15	1	0	0	0	1
8:30	2	0	0	0	2
8:45	2	0	0	0	2
9:00	1	0	0	0	1
9:15	1	0	0	0	1
9:30	1	0	0	0	1
9:45	0	0	1	0	1
10:00	1	0	0	2	3
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	2	0	0	0	2
11:15	3	0	0	0	3
11:30	0	0	0	0	0
11:45	1	0	0	0	1

	Exiting				
	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	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	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	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	0	0	0	0	0
6:00	1	0	0	0	1
6:15	0	1	0	0	1
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	0	0	0	0	0
7:15	0	0	0	0	0
7:30	1	0	0	0	1
7:45	0	0	0	0	0
8:00	1	0	0	0	1
8:15	2	0	0	2	4
8:30	0	0	0	0	0
8:45	2	0	0	0	2
9:00	0	0	1	0	1
9:15	1	0	0	0	1
9:30	2	0	0	0	2
9:45	0	0	1	0	1
10:00	2	0	0	0	2
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	1	0	0	0	1
11:00	0	0	0	0	0
11:15	0	0	0	0	0
11:30	3	0	0	0	3
11:45	1	0	0	0	1

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PO Box 1178
Corona, CA 92878
(951) 268-6268

City:	San Bernardino
Location:	All Driveways
Date:	5/5/2022
Count Type:	Classified Driveway Count

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	2	0	0	0	2
12:15	2	0	0	0	2
12:30	0	0	0	0	0
12:45	1	0	0	0	1
13:00	3	0	0	0	3
13:15	2	0	0	0	2
13:30	3	0	0	0	3
13:45	2	1	0	0	3
14:00	0	1	0	0	1
14:15	1	0	0	2	3
14:30	2	0	0	0	2
14:45	0	0	0	0	0
15:00	0	0	0	0	0
15:15	2	0	0	0	2
15:30	0	0	0	0	0
15:45	0	0	0	0	0
16:00	2	0	0	0	2
16:15	0	0	0	0	0
16:30	0	0	0	0	0
16:45	2	0	0	0	2
17:00	3	0	0	0	3
17:15	3	0	0	0	3
17:30	1	0	0	0	1
17:45	0	0	0	0	0
18:00	1	0	0	0	1
18:15	0	0	0	0	0
18:30	1	0	0	0	1
18:45	0	0	0	0	0
19:00	1	0	0	0	1
19:15	1	0	0	0	1
19:30	0	0	0	0	0
19:45	1	0	0	0	1
20:00	1	0	0	0	1
20:15	0	0	0	0	0
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	0	0	0	0
22:45	0	0	0	0	0
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	0	0
TOTAL	**70**	**3**	**1**	**4**	**78**

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	3	0	0	0	3
12:15	1	0	0	0	1
12:30	1	0	0	0	1
12:45	3	0	0	0	3
13:00	1	0	0	2	3
13:15	3	0	0	0	3
13:30	1	0	0	0	1
13:45	2	0	0	0	2
14:00	2	0	0	0	2
14:15	1	0	0	0	1
14:30	3	0	0	0	3
14:45	1	1	0	0	2
15:00	1	0	0	0	1
15:15	0	0	0	0	0
15:30	0	0	0	0	0
15:45	0	0	0	0	0
16:00	1	0	0	0	1
16:15	2	0	0	0	2
16:30	2	2	0	0	4
16:45	4	0	0	0	4
17:00	4	0	0	0	4
17:15	0	0	0	0	0
17:30	6	0	0	0	6
17:45	0	0	0	0	0
18:00	1	0	0	0	1
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	1	0	0	0	1
19:15	1	0	0	0	1
19:30	1	0	0	0	1
19:45	2	0	0	0	2
20:00	1	0	0	0	1
20:15	0	0	0	0	0
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	4	0	0	0	4
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	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
	71	**4**	**2**	**4**	**81**

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TABLE B-1: SUMMARY OF EXISTING COUNT DATA

	AM Peak Hour			PM Peak Hour			
Land Use	In	Out	Total	In	Out	Total	Daily
Day 1: May 4, 2022							
Passenger Cars:	9	1	10	3	7	10	117
2-axle Trucks:	0	0	0	0	0	0	10
3-axle Trucks:	0	0	0	0	0	0	0
4+-axle Trucks:	0	0	0	0	0	0	8
Total Truck Trips:	0	0	0	0	0	0	18
Total Trips[1]	9	1	10	3	7	10	135
Day 2: May 5, 2022							
Passenger Cars:	9	5	14	9	14	23	141
2-axle Trucks:	0	0	0	0	0	0	7
3-axle Trucks:	0	0	0	0	0	0	3
4+-axle Trucks:	0	2	2	0	0	0	8
Total Truck Trips:	0	2	2	0	0	0	18
Total Trips[1]	9	7	16	9	14	23	159

* Note: data collected on May 4 and May 5, 2022.

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