

October 28, 2022

Mr. Mathew Evans
City of Perris
135 N. D Street
Perris, CA 92570

PERRIS TRUCK TERMINAL (CUP 22-05172) TRAFFIC STUDY SCOPING AGREEMENT

Mr. Mathew Evans,

Urban Crossroads, Inc. is pleased to submit this scoping agreement for the proposed Perris Truck Terminal development ("Project"), which is located north of Markham Street and east of Perris Boulevard in the City of Perris, within the City's *Perris Valley Commerce Center Specific Plan* (PVCC SP). The purpose of this agreement is to obtain comments from City of Perris on the proposed traffic study scope of work. The remainder of this agreement describes the proposed analysis methodology, trip generation, trip distribution, and traffic assignment/project trips on the surrounding roadway network, which have been used to establish the proposed project study area and analysis locations. It should be noted that this scoping agreement has been prepared in accordance with the City of Perris [Traffic Impact Analysis Guidelines \(City Guidelines\)](#), dated August 2020.

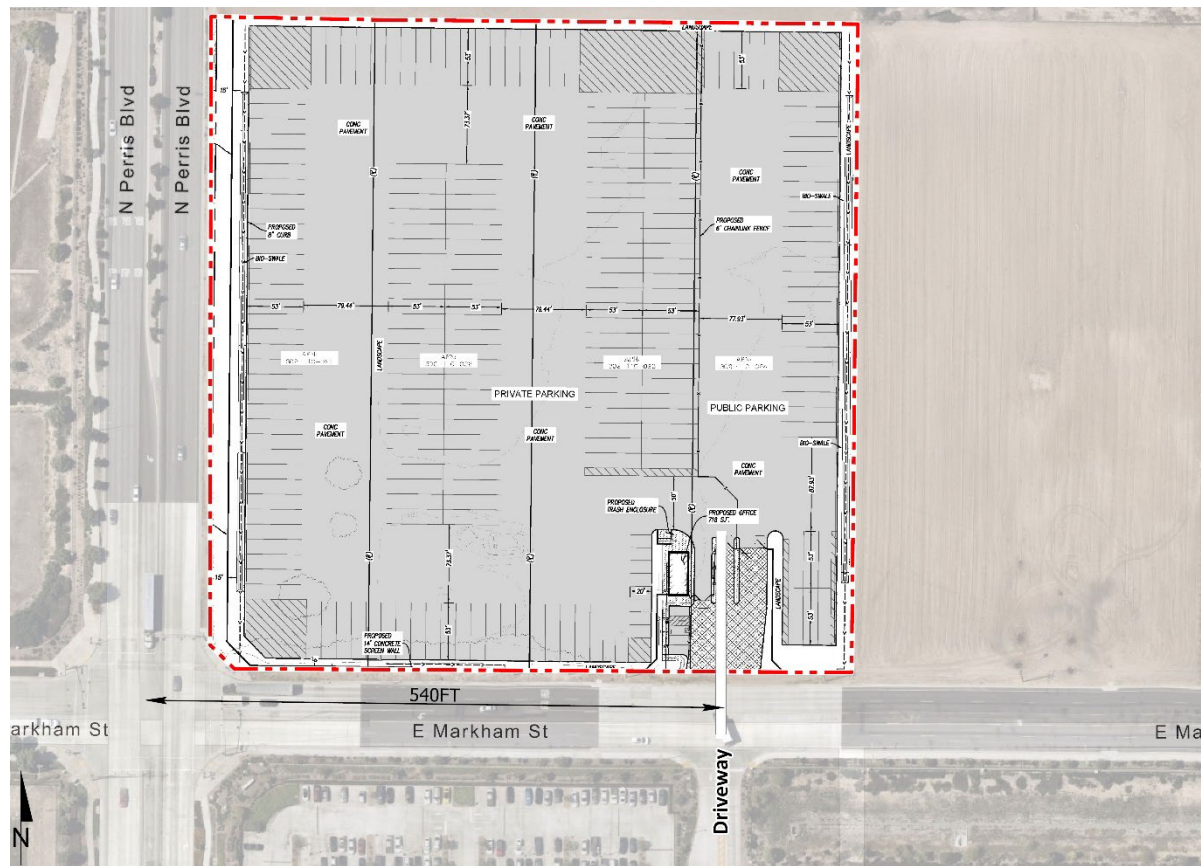
PROPOSED PROJECT

The Project is proposing to develop a truck and trailer parking lot on 8.57-gross acres with one 718 square foot office. The site will accommodate 205 14-foot by 53-foot truck and trailer parking stalls, 3 passenger car parking spaces, one accessible parking space, and 11 electric vehicle truck stalls. A preliminary site plan for the proposed Project is shown on Exhibit 1. As indicated on Exhibit 1, access to the site will be accommodated via a single driveway on Markham Street. The site will operate 24-hours a day, 7 days a week.

As shown on Exhibit 1, the proposed Project driveway does not meet the minimum 660-foot spacing for a Secondary Arterial per the Perris Valley Commerce Center Specific Plan (PVCC SP). The driveway location falls short by approximately 120-feet. However, the Project driveway does align with the existing driveway on the south side. Furthermore, it is not feasible to restrict the access at this driveway as all trucks must be directed to and from the east on Markham Street since Perris Boulevard is no longer a truck route (per the PVCC SP). As such, left turns from the driveway must be permissible from the driveway in order to head east on Markham Street towards Redlands Avenue.

There are at most 4 inbound passenger cars anticipated (during the PM peak hour). Conservatively assuming all of these trips were anticipated to enter from the west on Markham Street at the same time, this would require approximately 100-feet of stacking (assuming 25-feet per vehicle). There are no trucks anticipated to enter from the west since Perris Boulevard is not a truck route. The existing westbound left turn pocket on Markham Street at Perris Boulevard is 200-feet with a 90-foot transition. The back of the westbound left turn pocket transition at Perris Boulevard and Markham Street to the Project driveway on Markham Street accommodate 150-feet of storage within the painted median. As such, there is sufficient storage between the back of the westbound left turn pocket for Perris Boulevard at Markham Street and the proposed Project driveway to accommodate the anticipated PM peak hour inbound vehicle demand.

EXHIBIT 1: PRELIMINARY SITE PLAN



TRIP GENERATION

GENERAL PLAN LAND USE COMPARISON

The Project is proposing a zoning change from Business / Professional Office to Light Industrial. As such, a comparison between the proposed Project trip generation estimates and the allowable General Plan uses is shown on Table 1. As shown in Table 1, the Project is anticipated to generate

fewer peak hour trips than the allowable uses in the current General Plan land use. For this reason, we are proposing that Horizon Year traffic conditions not to be evaluated.

TABLE 1: TRIP GENERATION COMPARISON

Land Use ¹	Units ²	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Passenger Car Equivalent (PCE) Trip Generation Rates:									
Manufacturing ³	TSF	140	0.517	0.163	0.680	0.229	0.511	0.740	4.750
Passenger Cars (AM=95.6%, PM=95.9%, Daily=90.5%)			0.500	0.150	0.650	0.217	0.493	0.710	4.300
2-Axle Trucks (AM=0.74%, PM=0.69%, Daily=1.59%)			0.005	0.003	0.008	0.003	0.004	0.008	0.113
3-Axle Trucks (AM=0.91%, PM=0.85%, Daily=1.97%)			0.006	0.006	0.012	0.005	0.007	0.012	0.186
4+-Axle Trucks (AM=3.73%, PM=2.56%, Daily=5.94%)			0.033	0.023	0.056	0.023	0.033	0.056	0.845
Warehousing ³	TSF	150	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%)			0.003	0.002	0.005	0.005	0.003	0.008	0.150
3-Axle Trucks (AM=2.44%, PM=3.46%, Daily=7.27%)			0.004	0.004	0.008	0.006	0.006	0.012	0.248
4+-Axle Trucks (AM=7.39%, PM=10.45%, Daily=21.97%)			0.021	0.017	0.038	0.030	0.026	0.056	1.127
General Office Building	TSF	710	1.34	0.18	1.52	0.24	1.20	1.44	10.84
Business Park	TSF	770	1.15	0.20	1.35	0.32	0.90	1.22	12.44

¹ Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).

² TSF = thousand square feet

Land Use	Quantity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Existing General Plan Land Use:									
Manufacturing (0.75 FAR) ²	209.000	TSF	114	38	152	52	112	164	1,138
Warehousing (0.75 FAR) ²	209.000	TSF	31	11	42	16	32	48	552
General Office Building (0.75 FAR) ²	209.000	TSF	280	38	318	51	250	301	2,266
Business Park (0.75 FAR) ²	209.000	TSF	240	42	282	66	189	255	2,600
Proposed Project (see Table 4):									
Perris Truck Storage/Parking Lot	8.570	AC	11	26	37	31	18	49	766
Net Reduction in Trip Generation (Manufacturing, 0.75 FAR):			-103	-12	-115	-21	-94	-115	-372
Net Reduction in Trip Generation (Warehousing, 0.75 FAR):			-20	15	-5	15	-14	1	214
Net Reduction in Trip Generation (General Office Building, 0.75 FAR):			-269	-12	-281	-20	-232	-252	-1,500
Net Reduction in Trip Generation (Business Park, 0.75 FAR):			-229	-16	-245	-35	-171	-206	-1,834

¹ TSF = thousand square feet

² Current General Plan land use and zoning is Business/Professional Office. Manufacturing (ITE 140), Warehousing (ITE 150), Business Park (ITE 770), and General Office Building (ITE 820) land use used to calculate trip generation.

The square footage was calculated assuming a 0.75 floor-to-area ratio (FAR):
 9.52 acres x 43,560 square feet/acre x 0.75 FAR

³ Vehicle Mix Source: ITE Trip Generation Manual (2021).

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

Normalized % - Without Cold Storage: 16.7% 2-Axle trucks, 20.7% 3-Axle trucks, 62.6% 4-Axle trucks.

DEVELOPMENT OF TRIP GENERATION RATES – EMPIRICAL DATA

The Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021) does not currently have any trip generation rates for a truck yard, as such, trip generation rates for the proposed Project have been developed based on the weighted average of data collected at two other facilities with operations similar to those proposed. Table 2 summarizes the count data collected at each facility and the actual counts have been attached to this scoping agreement.

TABLE 2: EXISTING EMPIRICAL DATA

Existing Site	Quantity Units ¹	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Trip Generation Summary of Existing Uses:								
5087 Patterson Avenue, Perris ²	4.500 AC							
Passenger Cars:		0	2	2	1	1	2	38
2-axle Trucks:		0	0	0	3	0	3	36
3-axle Trucks:		1	5	6	1	0	1	38
4+-axle Trucks:		1	0	1	0	3	3	58
Total Trucks (Actual Vehicles)		2	5	7	4	3	7	132
5087 Patterson Av. Total Trips (Actual Vehicles)		2	7	9	5	4	9	170
1938 5th Street, San Bernardino ³	6.300 AC							
Passenger Cars:		0	0	0	4	3	7	99
2-axle Trucks:		1	1	2	0	0	0	4
3-axle Trucks:		2	3	5	3	3	6	85
4+-axle Trucks:		1	4	5	7	1	8	115
Total Trucks (Actual Vehicles)		4	8	12	10	4	14	204
1938 5th St. Total Trips (Actual Vehicles)		4	8	12	14	7	21	303

¹ AC = Acres (Total acreage of site)

² Data presented based on driveway counts conducted on January 23, 2019.

³ Data presented based on driveway counts conducted on February 8, 2022.

PROPOSED PROJECT TRIP GENERATION

Table 3 shows the weighted average trip generation rates for the existing facilities which have been developed based on the acreage at each site shown on Table 2. The weighted average trip generation rates were calculated by dividing the sum of the total trips for both sites by the sum of the total acreage for both sites.

TABLE 3: CALCULATED TRIP GENERATION RATES

Land Use	Units ²	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Actual Vehicles:								
Trailer Yard	AC							
Passenger Cars:		0.000	0.185	0.185	0.463	0.370	0.833	12.685
2-axle Trucks:		0.093	0.093	0.185	0.278	0.000	0.278	3.704
3-axle Trucks:		0.278	0.741	1.019	0.370	0.278	0.648	11.389
4+-axle Trucks:		0.185	0.370	0.556	0.648	0.370	1.019	16.019
Passenger Car Equivalent (PCE):								
Trailer Yard	AC							
Passenger Cars:		0.000	0.185	0.185	0.463	0.370	0.833	12.685
2-axle Trucks (PCE = 1.5):		0.139	0.139	0.278	0.417	0.000	0.417	5.556
3-axle Trucks (PCE = 2.0):		0.556	1.481	2.037	0.741	0.556	1.296	22.778
4+-axle Trucks (PCE = 3.0):		0.556	1.111	1.667	1.944	1.111	3.056	48.056

¹ Weighted average trip generation rate developed from empirical data summarized on Table 2.

² AC = Acres (Total acreage of site)

Based on the calculated trip generation rates shown on Table 3, the Project's trip generation is summarized on Table 4. The proposed Project trip generation is based on the anticipated operations for the site. As shown on Table 4, the Project is anticipated to generate a total of 766 PCE trip-ends per day with 37 AM PCE peak hour trips and 49 PM PCE peak hour trips.

TABLE 4: PROJECT TRIP GENERATION SUMMARY

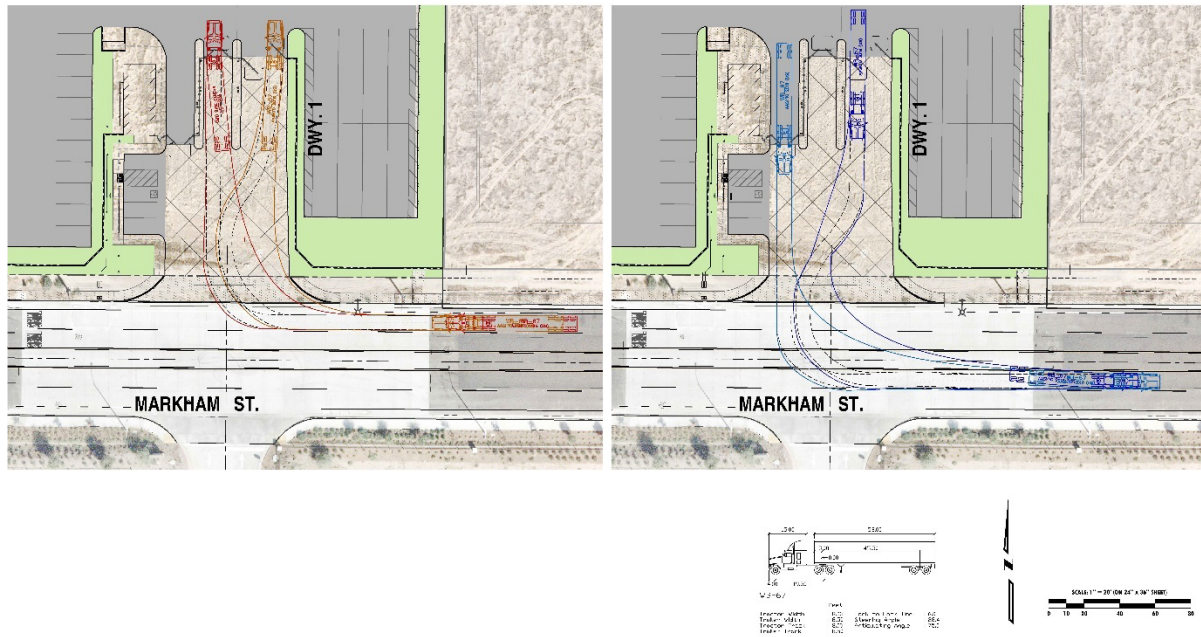
Land Use	Quantity Units ¹	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Actual Vehicles								
Trailer Yard	8.570 AC							
Passenger Cars:		0	2	2	4	3	7	110
2-axle Trucks:		1	1	2	2	0	2	32
3-axle Trucks:		2	6	8	3	2	5	98
4+-axle Trucks:		2	3	5	6	3	9	138
Total Trucks (Actual Vehicles)		5	10	15	11	5	16	268
Total Project Trips (Actual Vehicles)		5	12	17	15	8	23	378
Passenger Car Equivalent (PCE)								
Trailer Yard	8.570 AC							
Passenger Cars:		0	2	2	4	3	7	110
2-axle Trucks:		1	1	2	4	0	4	48
3-axle Trucks:		5	13	18	6	5	11	196
4+-axle Trucks:		5	10	15	17	10	27	412
Total Trucks (PCE)		11	24	35	27	15	42	656
Total Project Trips (PCE)		11	26	37	31	18	49	766

¹ AC = Acres

TRUCK ACCESS & GATE STACKING

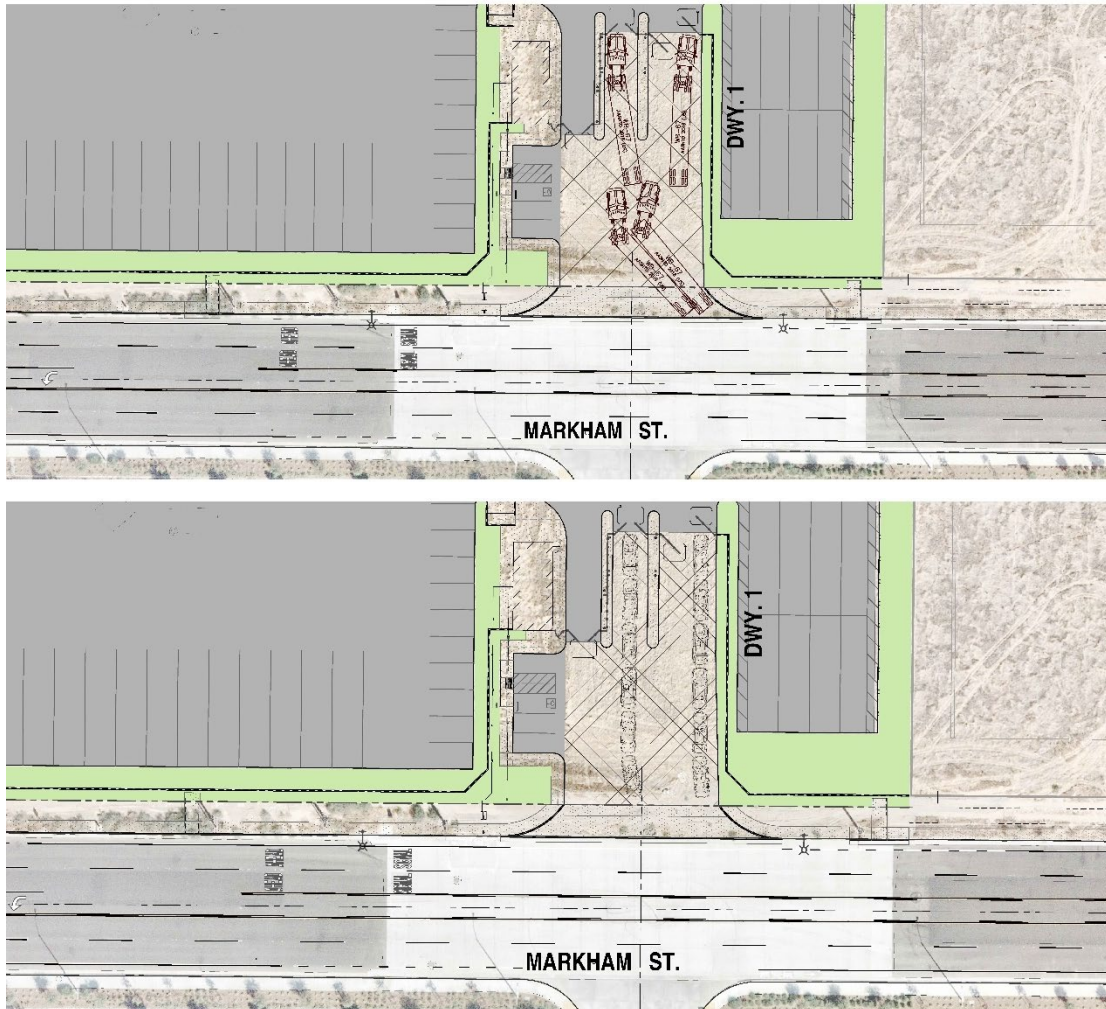
Due to the typical wide turning radius of large trucks, a truck turning template has been overlaid on the site plan at the Project driveway which will be utilized by heavy trucks in order to determine appropriate curb radii and to verify that trucks will have sufficient space to execute turning maneuvers (see Exhibit 2). A WB-67 truck (53-foot trailer) has been utilized for the purposes of this assessment. As shown on Exhibit 2, the Project driveway is anticipated to accommodate the ingress and of heavy trucks as currently designed.

EXHIBIT 2: TRUCK ACCESS



Based on the Project trip generation and anticipated operations for the facility, no more than 1 truck is anticipated to be queued at any given time while the gate is closed. As shown on Exhibit 3, there is sufficient space to accommodate between 3 to 4 trucks stacked behind the gate and up to 12 passenger cars (there are dual entry lanes into the facility). As shown in the trip generation table (Table 4), the Project is anticipated to have only 6 inbound 4+-axle trucks during the PM peak hour (with fewer inbound trucks in the AM peak hour). This is on average 1 truck arriving every 10 minutes. In total, there are a maximum of 15 inbound vehicles anticipated (during the PM peak hour), which includes passenger cars and trucks. This is on average a peak demand of 0.25 vehicles per minute or 4 minutes per vehicle during the PM peak hour. There appears to be adequate spacing behind the gate to accommodate stacking of vehicles on-site.

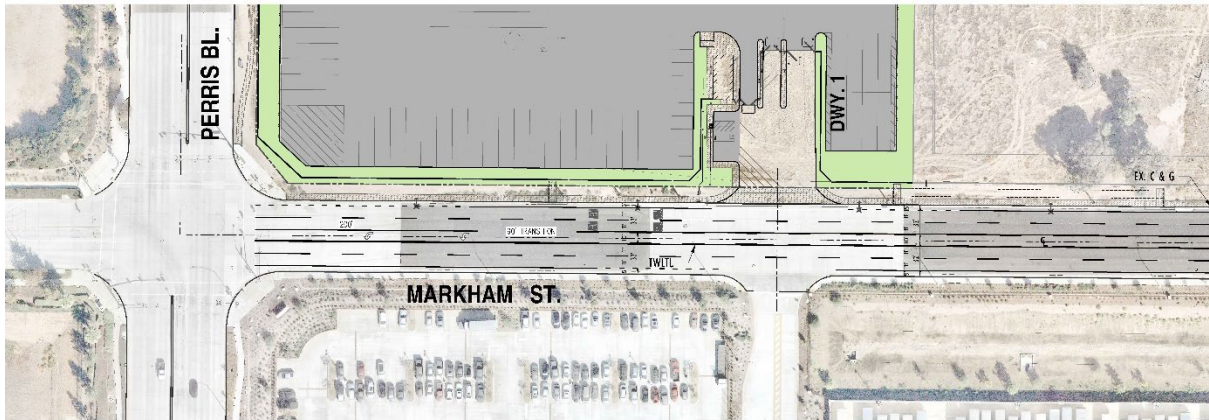
EXHIBIT 3: GATE STACKING



CONCEPTUAL STRIPING – MARKHAM STREET

Exhibit 4 illustrates the conceptual striping plan for Markham Street along the Project's frontage to Perris Boulevard. The concept striping plan provides lane widths, right-of-way, and curb-to-curb measurements.

EXHIBIT 4: CONCEPT STRIPING PLAN



There are at most 4 inbound passenger cars anticipated (during the PM peak hour). Conservatively assuming all of these trips were anticipated to enter from the west on Markham Street at the same time, this would require approximately 100-feet of stacking (assuming 25-feet per vehicle). There are no trucks anticipated to enter from the west since Perris Boulevard is not a truck route. The existing westbound left turn pocket on Markham Street at Perris Boulevard is 200-feet with a 90-foot transition. The back of the westbound left turn pocket transition at Perris Boulevard and Markham Street to the Project driveway on Markham Street accommodate 150-feet of storage within the painted median (no left turn striping recommended or needed). As such, there is sufficient storage between the back of the westbound left turn pocket for Perris Boulevard at Markham Street and the proposed Project driveway to accommodate the anticipated PM peak hour inbound vehicle demand. There are no recommended changes to the existing striping that would be necessary to facilitate site access off of Markham Street.

FINDINGS

Based on the City's Guidelines, the Project is anticipated to generate fewer than 50 peak hour trips during any peak hour and would therefore contribute fewer than 50 peak hour trips to any off-site study area intersection (in both actual vehicles and PCE). In addition, the Project would generate fewer than 500 two-way daily trips (actual vehicles). As such, additional traffic analysis beyond this scoping agreement does not appear to be necessary.

If you have any questions or comments, I can be reached at cs@urbanxroads.com.

Respectfully submitted,

URBAN CROSSROADS, INC.

Charlene So, PE
Principal



**ATTACHMENT A
DRIVEWAY COUNTS**



City: Perris
 Location: 5087 Patterson Avenue
 Date: 1/23/2019
 Count Type: Classification

	Entering					
	Pass Veh	Large 2 Axle	3 Axle	4 Axle	5+ Axle	Total
0:00	0	0	0	0	0	0
0:15	0	0	0	0	0	0
0:30	0	0	0	0	0	0
0:45	1	0	0	0	0	1
1:00	1	0	0	0	0	1
1:15	0	0	0	0	0	0
1:30	0	0	0	0	0	0
1:45	0	0	1	0	0	1
2:00	0	0	0	0	0	0
2:15	0	0	0	0	0	0
2:30	0	0	0	0	0	0
2:45	0	0	0	0	0	0
3:00	0	0	0	0	0	0
3:15	0	0	0	0	0	0
3:30	0	0	0	0	0	0
3:45	0	0	0	0	0	0
4:00	0	0	0	0	0	0
4:15	0	0	0	0	0	0
4:30	0	0	0	0	0	0
4:45	0	0	0	0	0	0
5:00	0	0	0	0	0	0
5:15	0	0	0	0	0	0
5:30	0	0	0	0	0	0
5:45	0	0	0	0	0	0
6:00	1	0	0	0	0	1
6:15	0	0	0	0	1	1
6:30	0	0	0	0	1	1
6:45	2	0	0	0	3	5
7:00	0	0	0	0	0	0
7:15	0	0	1	0	0	1
7:30	0	0	0	0	1	1
7:45	0	0	0	0	0	0
8:00	2	0	0	0	0	2
8:15	0	0	0	0	0	0
8:30	0	0	0	0	0	0
8:45	0	1	0	0	0	1
9:00	1	0	0	1	1	3
9:15	0	0	0	0	0	0
9:30	0	0	0	0	0	0
9:45	1	0	0	0	0	1
10:00	0	0	0	0	0	0
10:15	0	0	0	0	0	0
10:30	0	0	0	0	0	0
10:45	0	0	0	0	0	0
11:00	0	0	0	0	1	1
11:15	0	0	1	0	1	2
11:30	0	1	1	0	1	3
11:45	0	0	0	0	0	0
12:00	0	1	0	0	0	1
12:15	0	1	0	0	2	3
12:30	0	2	0	0	0	2
12:45	0	0	0	0	1	1
13:00	0	0	1	0	1	2
13:15	0	0	0	0	0	0
13:30	1	0	0	2	1	4
13:45	0	0	0	0	0	0

	Exiting					
	Pass Veh	Large 2 Axle	3 Axle	4 Axle	5+ Axle	Total
0:00	0	0	0	0	0	0
0:15	0	0	0	0	0	0
0:30	0	0	0	0	0	0
0:45	0	0	0	0	0	0
1:00	0	0	0	0	0	0
1:15	0	0	0	0	0	0
1:30	0	0	0	0	0	0
1:45	0	0	0	0	0	0
2:00	0	0	1	0	0	1
2:15	0	0	0	0	0	0
2:30	0	0	0	0	0	0
2:45	0	0	0	0	0	0
3:00	1	0	0	0	0	1
3:15	1	0	0	0	0	1
3:30	0	0	0	0	0	0
3:45	0	0	0	0	0	0
4:00	0	0	0	0	0	0
4:15	0	0	0	0	0	0
4:30	0	0	0	0	0	0
4:45	0	0	0	0	0	0
5:00	0	0	0	0	0	0
5:15	0	0	0	0	0	0
5:30	0	0	0	0	0	0
5:45	0	0	0	0	0	0
6:00	0	0	0	0	0	0
6:15	0	0	0	0	0	0
6:30	1	0	1	0	0	2
6:45	0	0	0	0	0	0
7:00	1	0	3	0	0	4
7:15	1	0	1	0	0	2
7:30	0	0	1	0	0	1
7:45	0	0	0	0	0	0
8:00	0	1	0	0	0	1
8:15	1	0	0	0	0	1
8:30	0	0	0	0	0	0
8:45	0	1	0	0	0	1
9:00	0	0	0	0	0	0
9:15	1	0	0	0	0	1
9:30	0	1	0	0	0	1
9:45	0	0	1	0	0	1
10:00	1	0	0	0	0	1
10:15	0	0	0	0	0	0
10:30	0	0	0	0	0	0
10:45	0	0	0	0	0	0
11:00	0	0	0	0	0	0
11:15	0	0	1	0	0	1
11:30	0	0	2	0	0	2
11:45	0	0	0	1	1	2
12:00	0	0	1	0	0	1
12:15	0	0	0	2	0	2
12:30	0	0	2	0	0	2
12:45	0	0	0	0	0	0
13:00	1	0	2	2	0	5
13:15	0	0	1	0	0	1
13:30	1	0	1	0	0	2
13:45	0	2	0	0	0	2



City: Perris
 Location: 5087 Patterson Avenue
 Date: 1/23/2019
 Count Type: Classification

	Entering					
	Pass Veh	Large 2 Axle	3 Axle	4 Axle	5+ Axle	Total
14:00	1	0	0	0	2	3
14:15	0	0	0	0	0	0
14:30	0	0	0	0	0	0
14:45	0	0	0	0	0	0
15:00	1	0	0	0	0	1
15:15	0	0	0	0	0	0
15:30	0	0	0	0	0	0
15:45	0	0	0	0	2	2
16:00	0	0	0	1	0	1
16:15	0	0	0	0	0	0
16:30	1	0	0	0	0	1
16:45	0	0	0	0	0	0
17:00	0	1	0	0	0	1
17:15	1	1	0	0	0	2
17:30	0	0	0	0	0	0
17:45	0	1	1	0	0	2
18:00	1	0	0	0	0	1
18:15	0	0	0	0	2	2
18:30	0	0	0	0	3	3
18:45	0	1	0	0	0	1
19:00	0	1	0	0	0	1
19:15	0	0	0	0	0	0
19:30	1	0	0	1	0	2
19:45	2	0	0	0	1	3
20:00	0	0	0	0	0	0
20:15	0	1	0	0	0	1
20:30	0	2	1	0	0	3
20:45	1	1	0	0	0	2
21:00	0	0	1	0	0	1
21:15	0	0	0	0	0	0
21:30	0	0	0	0	0	0
21:45	0	2	0	0	1	3
22:00	0	2	1	0	0	3
22:15	0	0	0	1	0	1
22:30	0	0	0	0	0	0
22:45	0	1	0	0	0	1
23:00	0	2	0	1	1	4
23:15	0	0	0	0	0	0
23:30	0	0	0	0	0	0
23:45	0	0	0	0	0	0
TOTAL	19	22	9	7	27	84

	Exiting					
	Pass Veh	Large 2 Axle	3 Axle	4 Axle	5+ Axle	Total
14:00	0	0	1	0	0	1
14:15	0	0	0	0	0	0
14:30	0	0	1	0	0	1
14:45	0	0	0	0	0	0
15:00	0	0	0	0	0	0
15:15	1	0	0	0	0	1
15:30	0	0	0	0	0	0
15:45	0	0	1	0	0	1
16:00	0	0	1	0	0	1
16:15	0	1	0	0	0	1
16:30	1	0	0	0	0	1
16:45	0	0	0	0	0	0
17:00	0	0	0	1	0	1
17:15	1	0	0	1	0	2
17:30	0	0	0	0	0	0
17:45	0	0	0	1	0	1
18:00	0	0	0	0	1	1
18:15	0	0	0	0	0	0
18:30	2	2	0	0	0	4
18:45	0	1	2	0	0	3
19:00	0	0	0	0	1	1
19:15	0	0	0	1	0	1
19:30	0	0	0	0	0	0
19:45	0	1	0	0	0	1
20:00	1	0	1	0	0	2
20:15	0	0	0	1	0	1
20:30	0	1	0	1	0	2
20:45	0	0	0	1	1	2
21:00	2	0	0	0	0	2
21:15	0	0	0	0	0	0
21:30	0	0	1	0	0	1
21:45	0	0	0	0	1	1
22:00	0	0	1	2	0	3
22:15	0	0	1	0	1	2
22:30	0	1	0	0	0	1
22:45	0	0	0	1	0	1
23:00	0	1	0	0	0	1
23:15	0	0	1	1	1	3
23:30	0	0	0	0	0	0
23:45	1	0	0	0	0	1
TOTAL	19	13	29	16	7	84



City: San Bernardino
 Location: 1935 5th Street
 Date: 2/8/2022
 Count Type: 24 Hour Classified Driveway Count

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

	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	1	0	0	0	1
1:00	0	0	1	0	1
1:15	1	0	0	0	1
1:30	0	0	0	0	0
1:45	1	0	2	0	3
2:00	0	0	0	1	1
2:15	0	0	1	0	1
2:30	0	0	0	2	2
2:45	0	0	0	1	1
3:00	0	0	0	1	1
3:15	1	0	0	0	1
3:30	0	0	0	1	1
3:45	0	0	0	1	1
4:00	1	0	0	1	2
4:15	1	0	2	0	3
4:30	0	0	1	0	1
4:45	0	0	0	0	0
5:00	1	0	1	1	3
5:15	2	0	2	0	4
5:30	1	0	0	3	4
5:45	0	0	0	0	0
6:00	2	0	0	0	2
6:15	1	0	0	1	2
6:30	0	0	2	0	2
6:45	0	0	1	1	2
7:00	1	0	0	2	3
7:15	0	0	0	0	0
7:30	0	0	3	2	5
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	0	1	0	2	3
8:30	1	0	1	0	2
8:45	0	0	0	1	1
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	0	2	2
9:45	0	0	0	0	0
10:00	0	0	1	0	1
10:15	0	0	0	1	1
10:30	0	0	2	1	3
10:45	0	0	1	0	1
11:00	0	0	1	1	2
11:15	0	0	1	0	1
11:30	0	0	2	1	3
11:45	0	0	0	0	0



City: San Bernardino
 Location: 1935 5th Street
 Date: 2/8/2022
 Count Type: 24 Hour Classified Driveway Count

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	1	0	3	1	5
12:15	2	0	0	2	4
12:30	0	0	0	0	0
12:45	1	1	0	1	3
13:00	0	0	1	2	3
13:15	0	0	2	0	2
13:30	0	0	0	2	2
13:45	1	0	0	0	1
14:00	1	0	1	2	4
14:15	0	0	0	1	1
14:30	0	0	0	0	0
14:45	0	0	1	2	3
15:00	1	0	0	2	3
15:15	0	0	0	3	3
15:30	3	0	1	2	6
15:45	1	0	1	0	2
16:00	1	0	0	0	1
16:15	1	0	0	0	1
16:30	0	0	0	2	2
16:45	1	0	1	1	3
17:00	1	0	1	3	5
17:15	2	0	1	1	4
17:30	1	0	0	0	1
17:45	0	0	0	1	1
18:00	0	0	0	2	2
18:15	1	0	1	0	2
18:30	0	0	0	3	3
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	1	1
19:45	0	0	0	2	2
20:00	0	0	0	0	0
20:15	1	0	0	0	1
20:30	1	0	1	1	3
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	1	0	1	0	2
21:30	0	0	1	0	1
21:45	1	0	0	1	2
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	1	0	1
23:00	0	0	0	0	0
23:15	0	0	1	0	1
23:30	0	0	2	1	3
23:45	0	0	0	1	1
TOTAL	52	2	37	60	151

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	0	0	2	2	4
12:15	0	0	0	0	0
12:30	0	0	2	0	2
12:45	0	1	1	0	2
13:00	0	0	0	2	2
13:15	1	0	1	0	2
13:30	0	0	1	2	3
13:45	1	0	0	2	3
14:00	2	0	0	0	2
14:15	0	0	1	1	2
14:30	0	0	1	0	1
14:45	1	0	1	0	2
15:00	4	0	0	0	4
15:15	1	0	0	0	1
15:30	3	0	0	1	4
15:45	1	0	0	2	3
16:00	2	0	1	0	3
16:15	1	0	0	1	2
16:30	0	0	1	0	1
16:45	1	0	0	0	1
17:00	0	0	1	1	2
17:15	2	0	1	0	3
17:30	1	0	0	0	1
17:45	2	0	0	0	2
18:00	0	0	2	1	3
18:15	1	0	0	2	3
18:30	2	0	0	1	3
18:45	1	0	1	0	2
19:00	2	0	0	0	2
19:15	0	0	0	0	0
19:30	0	0	1	0	1
19:45	0	0	0	2	2
20:00	0	0	0	1	1
20:15	0	0	0	2	2
20:30	1	0	1	0	2
20:45	0	0	1	0	1
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	1	1	2
22:00	1	0	0	0	1
22:15	0	0	2	1	3
22:30	1	0	0	0	1
22:45	0	0	0	0	0
23:00	0	0	0	1	1
23:15	0	0	0	0	0
23:30	0	0	0	2	2
23:45	0	0	0	0	0
	47	2	48	55	152