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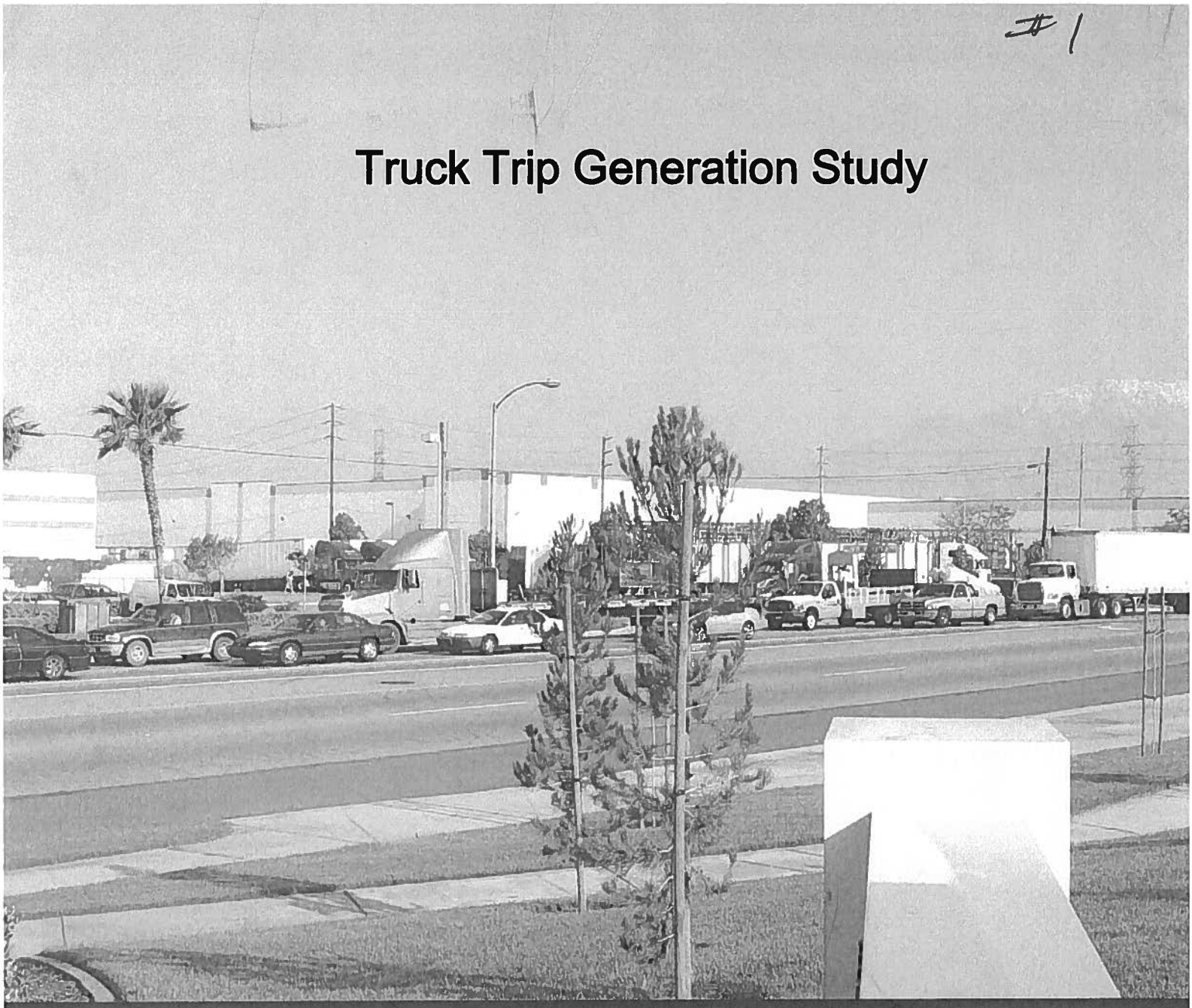
# Truck Trip Generation Study



**City of Fontana**
**County of San Bernardino**
**State of California**

August 2003

# TRUCK TRIP GENERATION STUDY

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## CITY OF FONTANA

### Location

The City of Fontana is located in Southern California in the southwestern portion of San Bernardino County. Fontana is situated approximately 50 miles east of the City of Los Angeles, approximately 110 miles north of the City of San Diego, and approximately 15 miles west of the Cities of Riverside and San Bernardino. The City is bordered to the north by the San Bernardino National Forest, to the east by the City of Rialto, and to the west by the City of Rancho Cucamonga, and by the City of Ontario, the Jurupa Hills and the unincorporated areas of Riverside County located to the south. The region in which Fontana is located is often referred to as the Inland Empire.

### History

In 1913, the town site of Fontana was officially founded by A.B. Miller between Foothill Boulevard and the Santa Fe railroad line. Over 4,000 people from the local area showed up on June 7, 1913, to celebrate the opening of the town site. The first three prominent buildings erected in the town site, the grammar school, packing house, and Pacific Electric Railway Depot, were constructed in 1914.

During the period extending from 1915 through 1920, agricultural activity in the region was extremely successful. During this time, water development ensued and the planting of citrus and deciduous orchards expanded. The orchards produced numerous varieties of oranges, along with lemons and seedless grapefruit. The Fontana Development Company continued to increase the acreage being planted and, by the end of 1920, approximately 5,000 acres of citrus orchards and approximately 12,000 acres of deciduous orchards had been planted. In addition, approximately 1,000 acres of peanuts, barley, sweet potatoes, hay, and the like had been cultivated, and grapes, poultry, and swine were also leading commodities. Diversifications of the agricultural industry in the Fontana area, in addition to the entire Southern California region, were in no small part due to the efforts of A.B. Miller.

The popularity of Fontana as a prime location for establishing an orchard, vineyard, or poultry house led to a dramatic rise in the population within the community. From 1924 to 1926, the City of Fontana doubled in size, reaching an estimated population of 4,200 citizens. Although the reliance on agriculture and livestock would dominate Fontana until the early 1940s, economic change was on the horizon.

In 1942, the economic focus of the City of Fontana was shifted with the opening of the Kaiser Steel Mill. By the end of the 1940s, there were over 8,000 people employed by Kaiser Steel in Fontana, with a payroll of approximately $38 million (approximately $262 million in year 2000 dollars, when adjusted for inflation). In an attempt to keep pace with Fontana's rapidly growing population, residential development also flourished and, during 1949, building permits totaled $16,197,525 (approximately $112 million in year 2000 dollars). The result of this industrial boom meant that the orchards, which had once dominated the Fontana landscape, were being replaced by companies such as the Basalt Rock Company (manufacturers of steel and concrete pipe), the Western Steel Company, the Taylor Forge and Pipe Works, the Graver Tank and Manufacturing Company (manufacturers of steel tanks), and the West Coast Loading Corporation (manufacturers of flares).

The City of Fontana was incorporated June 25, 1952, during this boom in the economy. By 1954, Fontana's population totaled approximately 15,000 residents. The economy of Fontana continued to be dominated by the steel industry until the late 1970s, when Kaiser Steel began to reduce production and trimmed their

workforce. In 1984, Kaiser Steel ceased production altogether at the Fontana plant, but the plate steel and rolling mill plant was acquired by the California Steel Industry (CSI) and is still in operation today employing a work force of over 1,000.

**Present**

Today the City of Fontana covers approximately 36 square miles, while its sphere of influence encompasses an area of approximately 56 square miles. According to the U.S. Bureau of the Census, the population of Fontana has risen from 87,535 in 1990 to 139,100 in 2002, which is an increase of over 47 percent. The California Department of Finance estimates that the 2003 population in Fontana has grown to 145,770, which is an increase of over 970 percent since 1954.

The economy of Fontana has gone through many permutations since the early reliance of the economy on agriculture until the early 1940s, which was followed by the dominance of the steel industry until the 1980s. Today the economy is supported by the many distribution centers located in Fontana because of the City's location to major good movement transportation routes like: Interstate 10; Interstate 15; Interstate 60; the recently completed Interstate 210; the Burlington Northern and Santa Fe and Union Pacific Railroads; the Ontario International Airport; and, the ports of Los Angeles and Long Beach. These distribution centers include Target, Sears, Napa Auto Parts, Mercedes Benz, Big 5 Sporting Goods, and Home Shopping Network. In addition, Metrolink provides local rail connection to surrounding communities throughout Southern California.

# 1. PURPOSE AND BACKGROUND

## PURPOSE AND BACKGROUND

A truck trip generation study was completed for the City of Fontana in 1992. This was an innovative project, with the findings from the study published in the ITE Journal in 1994. This was one of the first published studies on truck trip generation. However, the study was completed in the early 1990s when California was in the midst of a severe recession. The City of Fontana initiated this current study to determine truck trip generation data to reflect more normal economic conditions.

Extensive areas have been developed as industrial and warehouse uses both within and adjacent to Fontana. These uses generate a high volume of large truck traffic that significantly impacts local area freeways and arterials.

The purpose of this study is to evaluate the vehicle trip generation characteristics of several land use categories that typically generate significant volumes of truck traffic. The study presents equations that are to be used to predict the vehicle trip generation characteristics for the land use categories that have been evaluated.

The methodology of this study is structured to follow procedures of the ITE trip generation manual. This study contributes to the relatively limited information provided by the ITE trip generation manual on truck internal land uses by addressing several land uses that are not covered by this manual and by presenting vehicle trip generation rates with break down by axles.

The study is based solely on locally collected data. The study results may be most applicable to local conditions in Southern California.

## SIGNIFICANCE TO THE INLAND EMPIRE

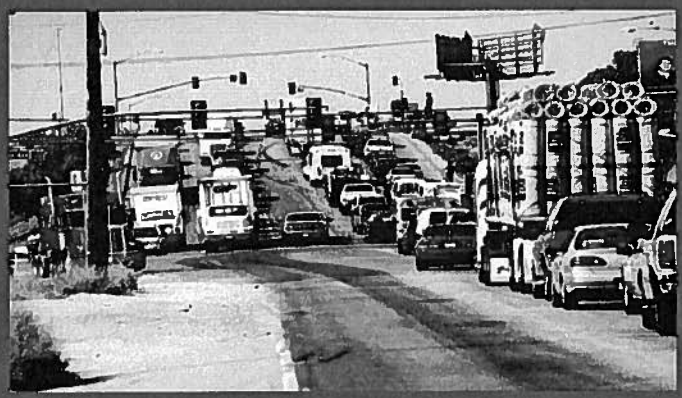
The Inland Empire area has had a significant growth over the last two decades in truck intense land use developments. The strategic location of the Inland Empire, well served by major East-West and North-South national and international freight lines, both rail, freeway and air freight airports, draws national and international freight carriers, warehousing and logistic industries to locate in the Inland Empire. The Interstate 10 and Interstate 15 confluence has the highest number of trucks in the nation, and some of the regional arterials have 30% to 40% truck traffic.

The tremendous growth in truck intense land uses in the Inland Empire area has created a major impact on the regional and local circulation system. Many two-lane rural routes which once served local citrus farms or vineyards, now serve as major truck routes. Most of these roads do not have the traffic handling capacity and the infrastructure capacity to accommodate this shift in land use, particularly the increase in truck traffic. Therefore the need arises for studies such as this one, in order to provide a valuable tool to public agencies staff and officials in planning land use developments and roadway infrastructure development capable of handling the area's growth.

Local governmental agencies such as the City of Fontana as well as regional transportation agencies, such as San Bernardino County Transportation Department, San Bernardino County Associated Governments (SANBAG), Riverside Transportation Commission (RCTC), CALTRANS, and Southern California Association of Governments (SCAG), all have a need to properly identify and forecast truck impacts to our highway system. This study has been conducted in consultations with these agencies.

This study will be a primary tool in the preparation of Traffic Impact Analysis (TIA's) for Congestion Management Plan (CMP) compliance in southern California, since it reflects trip making with local characteristics. The results of this study will be utilized in several regional and sub-regional transportation studies to help determine the impact of truck traffic on our circulation system. It is also anticipated that the data in this study will be incorporated in the Institute of Transportation Engineers (ITE) Trip Generation Manual.

# 2. DEFINITION OF TERMS



## DEFINITION OF TERMS

### Land Use Categories

**Warehousing (ITE code 150)**

Warehouses are primarily devoted to the storage of materials; they may also include office and maintenance areas.

Light warehouses are 100,000 square feet G. F. A. or less.

Heavy warehouses are greater than 100,000 square feet G. F. A.

**General Light Industrial (ITE code 110)**

Light industrial facilities usually employ fewer than 500 persons and have an emphasis on activities other than manufacturing. Nevertheless, the distinction between light industrial and manufacturing (ITE code 140) is sometimes vague. Typical light industrial activities include printing plants, material testing laboratories, assemblers of data processing equipment, and power stations. All of the facilities surveyed are freestanding and devoted to a single use.

**General Heavy Industrial (ITE code 120)**

Heavy industrial facilities usually have a high number of employees per industrial plant and could also be categorized as manufacturing facilities (ITE code 140). The distinction between heavy industrial and manufacturing is vague. However, heavy industrial uses are limited to the manufacturing of large items.

**Industrial Park (ITE code 130)**

Industrial parks are areas containing a number of industrial or related facilities. They are characterized by a mix of manufacturing, service, and warehouse facilities with a wide variation in the proportion of each type of use from one location to another. Many industrial parks contained highly diversified facilities, some with a large number of small businesses and others with one or two dominant industries.

**Truck Sales and Leasing (not an ITE category)**

Facilities included in this category are primarily for the sale and leasing of new heavy duty commercial vehicles, 10,000 GVW, or greater. Typically, the facilities are located along major arterials in either commercial or industrial areas. The facilities can also include maintenance services, part sales, and used truck sales.

**Used Truck Lots (not an ITE category)**

Facilities included in this category are similar to the category, truck sales and leasing, however, they are primarily for the sale of used heavy duty commercial vehicles (10,000 GVW, or greater). Typically, the facilities are located along major arterials in either commercial or industrial areas. The facilities can also include maintenance services, and part sales.

**Truck Terminal (ITE code 030)**

Truck terminals are facilities where goods are transferred between trucks, or trucks and railroads.

**Truck Stops (not an ITE category)**

The primary function of a truck stop is to provide fueling for truckers. Ancillary services include maintenance services, restaurants, and the sale of sundries. The general motoring public also extensively uses these facilities.

### Vehicle Classifications

**Passenger Vehicles (Pass Veh)**

Motorcycles, passenger cars, pickups, vans, and other two-axle, four tire vehicles. Included in this

class are campers, motorhomes, ambulances, minibuses, hearses, carryalls, including vehicles pulling recreational or other light trailers.

**Large 2 Axle (Lge 2 Ax)**

Buses, including all vehicles manufactured as passenger carrying vehicles with two axles and six tires, or three or more axles. Two-axle truck tractors without trailers. Two-axle, six-tire single unit trucks, including camping and recreational vehicles, motorhomes, and large step vans having two axles and dual rear tires.

**3 Axle**

Three-axle, single-unit trucks. All vehicles on a single frame having three axles, including three-axle buses and tractors.

**4+ Axle**

Four or more axle single unit trucks. Single trailer trucks (combos), including all vehicles consisting of two units, of which the pulling unit is a tractor or a single unit truck. Multi-trailer trucks (combos), including all vehicles consisting of three or more units of which the pulling unit is a tractor or a single unit truck. The most common truck in this category is the 5-axle 18 wheeler semi-tractor-trailer.

No DOUBLE TRAILER TRUCKS INCLUDED,

## Statistical Terms

**Independent Variable**

A physical and measurable unit describing the site generator that can be used to predict the value of the dependent variable (trip ends). In this study, four independent variables have been used. These are: number of employees, gross building area, acreage, and vehicle fueling positions (for truck stops only).

**Dependent Variable**

The result of the trip generation equation, i.e., trip ends.

**Weighted Average Trip Rate**

The weighted average trip rate is calculated by summing all trip ends and all independent variable units (e.g. number of employees) and then dividing the sum of the trip ends by the sum of the independent variable units. This is the method preferred by ITE to calculate the average trip rate.

**Mean Trip Rate**

The average trip rate of the sample set. This is calculated by computing the trip rate for each site in the sample set, then summing the trip rates and dividing by the number of samples.

**Standard Deviation**

A measure of how widely dispersed the data points are around the calculated average. The lower in the standard deviation, meaning the less dispersion there is in the data, the better the data fit. In this study, the standard deviation has been calculated in relation to the mean trip rate.

**Regression Equation**

An equation expressing the relationship between the independent variable and the dependent variable.

**Linear Regression**

An equation that, when plotted, shows a linear relationship between the independent variable and the dependent variable. The equation is expressed in the following form:

dependent variable = coefficient * independent variable + y intercept

### Logarithmic Regression

An equation that, when plotted, shows a curvilinear relationship between the independent variable and the dependent variable. The equation is expressed in the following form:

dependent variable = y intercept * coefficient ^ independent variable

### r squared

Also known as the "Coefficient of Determination". A measure of the variance in the dependent variable with the independent variable. As the r squared value increases towards 1.0, the better the correlation between the dependent and independent variable. In this study, a regression equation must have an r squared value of 0.8 or greater to be considered appropriate for use.

## Miscellaneous Terms

### Street Trip Rate

This is the one-hour weekday trip generation rate for 7 a.m. to 8 a.m. and 5 p.m. to 6 p.m., and corresponds to the "average trip rate for the peak hour of the adjacent street traffic" from the ITE trip generation manual. These hours are the peak hours of traffic flow in the area of the surveyed sites.

### Site Trip Rate

This is the vehicle trip generation rate during the hour of highest volume of traffic entering and exiting the surveyed site during the AM or PM hours. This corresponds to the "average trip rate for the peak hour of the generator."

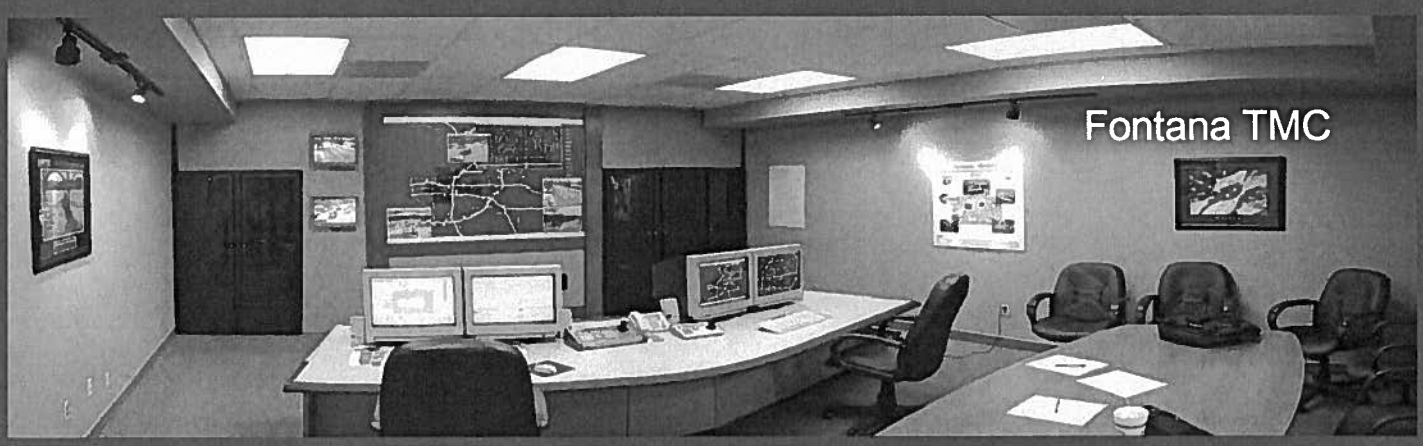
### Gross Building Area

This term corresponds to "gross floor area" as used in the ITE trip generation manual.

### Vehicle Fueling Positions

The number of vehicles that can be fueled simultaneously at a truck stop.

# 3. METHODOLOGY



## METHODOLOGY

### Site Selection

Most sites that were analyzed in the study are located in Fontana or adjacent areas in unincorporated San Bernardino County, Ontario, and Rancho Cucamonga. Only one site is located outside of this area; a truck stop, located in Palm Springs.

The following criteria were considered in the selection of sites to be analyzed:

- **The site is freestanding.** The site does not share parking areas or driveways with adjacent developments.
- **Cooperation of the site occupant.** The site occupant voluntarily agreed to participate in the study by allowing driveway counts, and provide information about the site such as the number of on-site employees.
- **Availability of data concerning the site.** Data were available from public records concerning site characteristics such as building gross floor area and acreage.

### Site Traffic Counts

Traffic counts for the study were collected in late 2002 by the firm of Counts Unlimited, Inc. of Moreno Valley, California. Traffic counting consisted of three tasks that are discussed as follows:

**1) Midblock 24-hour Counts**

Midblock traffic counts were taken at 10 arterial locations using automatic traffic counters. These counts were taken for 24-hour periods, recorded in 15-minute increments. The purpose of these counts was to identify a.m. and p.m. peak hours of traffic on arterial streets in the area encompassing the sites that were analyzed. From these data, it was determined that the peak hours with the highest traffic volumes are 7:00 to 8:00 a.m. in the morning, and 5:00 to 6:00 p.m. in the afternoon.

**2) Driveway 24-hour Counts**

Driveway traffic counts were taken at the driveways of all sites except two truck stops. Automatic traffic counters (ATCs) were used to tabulate 24-hour counts, recorded in 15-minute increments. The purpose of these counts was to identify the a.m. and p.m. peak hours of total vehicle trip generation of each site. These counts were also used to estimate the daily (24-hour) total vehicle trip generation of each site.

In addition, it was subsequently found that the ATCs were not accurately tabulating the total number of vehicles entering and exiting any individual site or driveway. The ATCs could not accurately tabulate vehicle classifications. Due to the high percentage of multi-axle vehicles, the ATCs consistently tabulated a greater number of vehicles than actually occurred.

To correct this deficiency, driveway 24-hour counts were concurrently collected manually and with the ATCs at eight sites, and the results compared.

This analysis showed that, on average, the manual counts were only forty-four (44) percent of the ATCs' counts. The results of this analysis are shown in Appendix B.

This factor was applied to the driveway 24-hour counts for all remaining sites that were not manually counted, for the purpose of calculating 24-hour trip generation rates.

**3) Driveway Peak Period Counts**

Manual traffic counts were taken for each site driveway, except two truck stops. The counts were collected for a.m. and p.m. peak periods, and recorded in 15-minute increments. At a minimum,

these periods encompassed 7:00 a.m. to 8:00 a.m. and 5:00 p.m. to 6:00 p.m. plus the peak hours of site vehicle trip generation identified by the driveway 24-hour counts. The manual counts quantified entering and exiting trips. In addition, the manual counts quantified the following vehicle classifications: passenger vehicles, large 2-axle vehicles, 3-axle vehicles, and 4-axle vehicles or greater.

## Calculation of Trip Generation Rates and Equations

A total of nine land use classifications were analyzed in this study. Except as noted, the following statistical information pertaining to trip generation rates were calculated for each land use classification:

- Weighted average trip rate of the sample set
- Mean trip rate of the sample set
- Standard deviation of the sample set
- y intercept and coefficient of the linear regression equation
- y intercept and coefficient of the logarithmic regression equation
- r square value of the linear and logarithmic regression equation

Except for truck stops, trip generation statistics were calculated for three independent variables, including:

- Number of employees
- Gross building area, measured in 1000 square feet (KSF)
- Acres

The statistics were calculated for five periods:

- Daily (24-hour)
- a.m. peak hour street
- p.m. peak hour street
- a.m. peak hour site
- p.m. peak hour site

For all periods, except daily, trip generation statistics were calculated for total vehicle trips (including passenger vehicles), and truck trips (excluding passenger vehicles). Trip generation statistics for daily truck trips were not calculated because vehicle classifications counts could not be obtained from the driveway 24-hour counts.

According to the Institute of Transportation Engineers (ITE) [1], the weighted average trip rate is to be preferred over the mean trip rate. Sites in the sample set with a large variance from the mean have excessive influence over the average rate, therefore the weighted average trip rate is recommended. The mean trip rate is also reported for the purpose of measuring the size of the variance of the sample set, when compared to the standard deviation.

LINEST and LOGEST functions of the Microsoft Excel software application were used to calculate y intercept, coefficients, and r square statistics for the linear and logarithmic regression equations. Statistical data for linear regression and logarithmic regression equations were not reported if there were less than four sites in the sample set, or if there was a 0 value reported in the sample set.

### Truck Stops

Trip generation statistics were calculated for two independent variables, the number of fueling positions and acres. The sample set for truck stops included two sites for which there were only p.m. peak period driveway counts. Due to this limitation in available count data, trip generation regression statistics were computed for the following only:

- p.m. peak hour street
- p.m. peak hour site

[1] Institute of Transportation Engineers, "Trip Generation 6th Edition, An Informational Report of the Institute of Transportation Engineers," Volume 3, 1997, p. 17.

However, weighted average trip rate and mean trip rate of truck stops were computed for all five periods.

## Criteria for Recommending Trip Generation Rates and Equations

A list of recommended trip generation rates is reported in the section of this report entitled, "Summary of Recommended Trip Generation Rates." For all land use classifications, the weighted average trip rates are reported.

Any regression equation which has an r square value of .80 or greater is also reported. An r square value of .80 or greater indicates a high degree of correlation between the independent variable (number of employees, gross floor area, acres, or number of fueling positions) and the dependent variable (total vehicle or truck trips).

Regression equations that have an r square value less than .80 are not reported. Regression equations that have an r square value of .50 or greater to less than .80 are identified as marginal.

# 4. HOW TO USE THIS MANUAL

## HOW TO USE THIS MANUAL

Information in this report is to be used to compute site trip generation of total vehicles and large trucks for land uses included in the following categories:

- Light Warehousing
- Heavy Warehousing
- General Light Industrial
- General Heavy Industrial
- Industrial Park
- Truck Sales and Leasing
- Used Truck Sales
- Truck Terminals
- Truck Stops

The main body of this report includes Chapters 5, 6, and 7 which contain the results of the trip generation analysis for the land use categories listed above. Chapters 5 and 6 contain summaries of recommended data to be used to calculate total vehicle and large truck trip generation. Chapter 7 contains more detailed information on the analysis of each land use category addressed in this report. In addition, the appendix lists detailed information on each site that has been included in the study.

### Using Trip Generation Rates and Equations

For all land use classifications, except truck stops, trip generation rates and equations are reported for three independent variables. These are: number of employees, gross building area, and acres. For truck stops, the only independent variable is number of fueling positions.

Rates and equations for total vehicle trip generation are reported for five time periods:

- a.m. peak hour - street
- p.m. peak hour - street
- a.m. peak hour - site
- p.m. peak hour - site
- Daily

Rates and equations for large truck trip generation are reported for all the same periods, except the daily time period.

Trip generation has been computed by the following methods:

- Weighted average trip rate
- Linear regression equation
- Logarithmic regression equation

**Examples of Trip Generation Rates and Equations**
**Example: 25,000 square feet gross building area,**
**Used Truck Sales,**
**a.m. peak hour (street)**

| | Equation Form | Equation | Result - a.m. peak hour trips |
|---|---|---|---|
| Weighted average trip rate | Number of trips = weighted average trip rate * X | 25 * 1.132 | 28 |
| Linear regression | Number of trips = coefficient * X + y intercept | .932 * 25 + 5.537 | 29 |
| Logarithmic regression | Number of trips = y intercept * coefficient ^ X | 10.979 * 1.027 ^ 25 | 21 |

The results of the computations for all land use classifications, vehicle classifications, independent variables, and time periods are reported in Chapter 7.

The recommended trip generation rates and equations are summarized in Chapter 5. In all cases, weighted average trip rates are reported in Chapter 5. Also, linear regression and logarithmic regression equations are reported when a high correlation has been determined to exist between the dependent and independent variable as measured by the r square statistic.

## Selection of Appropriate Trip Generation Rate or Equation

Guidance for the selection of an appropriate trip generation rate or equation is found in Chapter 3, "Guidelines for Estimating Trip Generation" of the Trip Generation Handbook, An ITE Recommended Practice, Institute of Transportation Engineers, March 2001.

Users are cautioned to not use regression equations when the independent variable is small and the equation's y intercept is a large positive or negative value. Also, logarithmic equations may not be appropriate when the independent variable is greatly outside the range of the size of the sample set from which the equations are derived.

## Using Vehicle Mix and Enter/Exit Splits

Vehicle mix and enter/exit splits by land use classifications are summarized in Chapter 6. These data are also in Chapter 7.

Vehicle mix is expressed as a percentage of each vehicle classification that has been counted. Vehicle mix has been calculated for two conditions, which are as follows:

**Condition #1: mix of all large trucks**

*Example:*

| | Lge 2 Ax | 3 Axle | 4 + Axle | Total |
|---|---|---|---|---|
| %age: | 26.3 | 42.9 | 30.8 | 100 |

**Condition # 2: mix of all vehicles**

*Example:*

| | Pass Veh | Lge 2 Ax | 3 Axle | 4 + Axle | Total |
|---|---|---|---|---|---|
| %age: | 73.7 | 4.9 | 12.1 | 9.2 | 100 |

Condition #1 mix is to be applied to computation of large truck trip generation for a.m. and p.m. peak hours. Condition #2 mix is to be applied to computation of the total daily vehicle trip generation.

## Using Enter/Exit Splits

Enter/exit splits are expressed as percentages for four time periods, which are the following:

- a.m. peak hour - site
- p.m. peak hour - site
- a.m. peak hour - street
- p.m. peak hour - street

For each period, splits are provided for total vehicles and large trucks. For the daily period, it is assumed that the split between entering and exiting trips is typically a 50/50 split.

**Application of Vehicle Mix and Enter/Exit Split Factors**
**Example: 25,000 square feet gross building area, Used Truck Sales**

**Calculation of a.m. peak hour (street) total vehicles enter/exit split:**

1. Calculate a.m. peak hour (street) total vehicle trip generation:
   Linear regression equation: .932 * 25 + 5.537 = 29 vehicle trips

2. Calculate enter/exit split (street):

| | Enter: | Exit: |
|---|---|---|
| %age: | 68.85 | 31.15 |
| Vehicle trips: | 20 | 9 |

**Calculation of a.m. peak hour (street) large truck vehicle mix and enter/exit split:**

1. Calculate a.m. peak hour (street) large truck trip generation:
   Linear regression: .387 * 25 - 1.172 = 9 large truck trips

2. Calculate vehicle mix (Condition #1 - large truck mix):

| | Lge 2 Ax | 3 Axle | 4 + Axle | Total |
|---|---|---|---|---|
| %age: | 26.3 | 42.9 | 30.8 | 100 |
| Large truck trips: | 2 | 4 | 3 | 9 |

3. Calculate enter/exit split (street):

| | Enter: | Exit: |
|---|---|---|
| %age: | 48.78 | 51.22 |
| Vehicle trips: | 4 | 5 |

**Calculation of daily total vehicle mix and enter/exit split:**

1. Calculate daily total vehicle trip generation:
   Linear regression: 40.401 * 25 + 5.993 = 1016 vehicle trips

2. Calculate vehicle mix (Condition #2 -total vehicle mix):

| | Pass Veh | Lge 2 Ax | 3 Axle | 4 + Axle | Total |
|---|---|---|---|---|---|
| %age: | 73.7 | 4.9 | 12.1 | 9.2 | 100 |
| Vehicle trips: | 749 | 50 | 123 | 93 | 1,015 |

3. Calculate enter/exit split, assume 50/50 split

   a. Total vehicle:

| | Enter: | Exit: |
|---|---|---|
| %age: | 50 | 50 |
| Vehicle trips: | 508 | 508 |

   b. Large truck:

| | Enter: | Exit: |
|---|---|---|
| %age: | 50 | 50 |
| Large truck trips: | 133 | 133 |

# 5. SUMMARY OF RECOMMENDED TRIP GENERATION RATES AND EQUATIONS

## SUMMARY OF RECOMMENDED TRIP GENERATION RATES AND EQUATIONS

**Classification:** Light Warehouse

| | NO. OF EMPLOYEES | | | GROSS BUILDING AREA (KSF) | | | ACRES | | |
|---|---|---|---|---|---|---|---|---|---|
| Period | Weighted Average Trips | Linear Regression | Logarithmic Regression | Weighted Average Trips | Linear Regression | Logarithmic Regression | Weighted Average Trips | Linear Regression | Logarithmic Regression |
| **Daily** | | | | | | | | | |
| Total Vehicles | 3.713*X | Marginal | Marginal | 1.659*X | Marginal | 4156.615*.991^X | 35.874*X | Marginal | Marginal |
| **AM Street** | | | | | | | | | |
| Total Vehicles | 0.273*X | n.a. | n.a. | 0.122*X | Marginal | Marginal | 2.637*X | Marginal | Marginal |
| Trucks | 0.051*X | -0.041+10.328 | 15.349*0.989^X | 0.023*X | Marginal | n.a. | 0.497*X | Marginal | Marginal |
| **PM Street** | | | | | | | | | |
| Total Vehicles | 0.201*X | n.a. | n.a. | 0.090*X | n.a. | n.a. | 1.946*X | n.a. | n.a. |
| Trucks | 0.047*X | n.a. | Marginal | 0.021*X | 0.051*X-7.461 | 0.463*1.010^X | 0.454*X | n.a. | n.a. |
| **AM Site** | | | | | | | | | |
| Total Vehicles | 0.327*X | n.a. | n.a. | 0.146*X | n.a. | n.a. | 3.156*X | Marginal | Marginal |
| Trucks | 0.065*X | n.a. | Marginal | 0.029*X | n.a. | n.a. | 0.627*X | Marginal | Marginal |
| **PM Site** | | | | | | | | | |
| Total Vehicles | 0.282*X | 0.221*X+6.813 | 13.375*1.007^X | 0.126*X | n.a. | n.a. | 2.726*X | Marginal | Marginal |
| Trucks | 0.074*X | n.a. | n.a. | 0.033*X | n.a. | n.a. | 0.713*X | Marginal | Marginal |

Note: All symbols are per Microsoft Excel (+, -, *, and ^) add, subtract, multiply and raise to a power. "X" is the independent variable.

## SUMMARY OF RECOMMENDED TRIP GENERATION RATES AND EQUATIONS (Cont'd)

**Classification:** Heavy Warehouse

| | NO. OF EMPLOYEES | | | GROSS BUILDING AREA (KSF) | | | ACRES | | |
|---|---|---|---|---|---|---|---|---|---|
| Period | Weighted Average Trips | Linear Regression | Logarithmic Regression | Weighted Average Trips | Linear Regression | Logarithmic Regression | Weighted Average Trips | Linear Regression | Logarithmic Regression |
| **Daily** | | | | | | | | | |
| Total Vehicles | 4.657*X | n.a. | n.a. | 3.547*x | n.a. | n.a. | 69.959*X | n.a. | n.a. |
| **AM Street** | | | | | | | | | |
| Total Vehicles | 0.091*X | Marginal | n.a. | 0.070*X | 0.032*X+21.235 | Marginal | 1.373*X | 0.589*X+22.708 | Marginal |
| Trucks | 0.034*X | 0.021*X+6.025 | 8.090*1.001^X | 0.026*X | 0.016*X+5.638 | 7.929*1.001^X | 0.518*X | 0.301*X+6.291 | 8.220*1.017^X |
| **PM Street** | | | | | | | | | |
| Total Vehicles | 0.095*X | 0.054*X+17.889 | 22.051*1.001^X | 0.073*X | 0.042*X+17.592 | Marginal | 1.433*X | 0.771*X+19.178 | Marginal |
| Trucks | 0.034*X | Marginal | n.a. | 0.026*X | 0.023*X+1.584 | Marginal | 0.509*X | 0.419*X2.609 | Marginal |
| **AM Site** | | | | | | | | | |
| Total Vehicles | 0.309*X | 0.268*X+17.625 | 50.347*1.002^X | 0.235*X | 0.215*X+11.213 | 48.177*1.001^X | 4.637*X | 3.951*X+19.862 | 50.856*1.025^X |
| Trucks | 0.040*X | n.a. | n.a. | 0.030*X | n.a. | n.a. | 0.596*X | n.a. | n.a. |
| **PM Site** | | | | | | | | | |
| Total Vehicles | 0.417*X | 0.390*X+11.980 | Marginal | 0.318*X | 0.323*X-2.803 | 49.975*1.002^X | 6.268*X | 5.902*X+10.616 | 50.560*1.030^X |
| Trucks | 0.044*X | 0.021*X+9.850 | Marginal | 0.033*X | 0.016*X+10.004 | Marginal | 0.656*X | 0.291*X+10.585 | Marginal |

Note: All symbols are per Microsoft Excel (+, -, *, and ^) add, subtract, multiply and raise to a power. "X" is the independent variable.

## SUMMARY OF RECOMMENDED TRIP GENERATION RATES AND EQUATIONS (Cont'd)

**Classification:** Light Industrial

| | NO. OF EMPLOYEES | | | GROSS BUILDING AREA (KSF) | | | ACRES | | |
|---|---|---|---|---|---|---|---|---|---|
| Period | Weighted Average Trips | Linear Regression | Logarithmic Regression | Weighted Average Trips | Linear Regression | Logarithmic Regression | Weighted Average Trips | Linear Regression | Logarithmic Regression |
| **Daily** | | | | | | | | | |
| Total Vehicles | 8.046*X | 9.322*X-55.491 | 64.160X1.035^X | 11.744*X | Marginal | n.a. | 37.313*X | 35.607*X+16.007 | 87.895*1.132^X |
| **AM Street** | | | | | | | | | |
| Total Vehicles | 0.466*X | Marginal | Marginal | 0.679*X | n.a. | n.a. | 2.159*X | n.a. | Marginal |
| Trucks | 0.184*X | n.a. | n.a. | 0.268*X | n.a. | n.a. | 0.853*X | n.a. | n.a. |
| **PM Street** | | | | | | | | | |
| Total Vehicles | 0.299*X | Marginal | Marginal | 0.436*X | 0.193*X+7.240 | 8.152*1.013^X | 1.386*X | Marginal | 6.258*1.070^X |
| Trucks | 0.069*X | 0.093*X-1.026 | 0.570*1.034^X | 0.101*X | 0.056*X+1.323 | Marginal | 0.320*X | 0.329*X-.090 | 0.835*1.122^X |
| **AM Site** | | | | | | | | | |
| Total Vehicles | 0.787*X | 1.004*X-9.410 | 7.306*1.032^X | 1.149*X | 0.615*X+15.911 | Marginal | 3.651*X | 3.729*X-0.725 | 9.947*1.119^X |
| Trucks | 0.224*X | n.a. | n.a. | 0.327*X | Marginal | 15.086*0.977^X | 1.039*X | n.a. | n.a. |
| **PM Site** | | | | | | | | | |
| Total Vehicles | 1.069*X | 1.224*X-6.744 | 12.310*1.028^X | 1.560*X | 0.742*X+24.373 | 26.078*1.015^X | 4.957*X | 4.345*X-5.749 | 16.771*1.098^X |
| Trucks | 0.201*X | n.a. | n.a. | 0.294*X | n.a. | n.a. | 0.933*X | n.a. | n.a. |

Note: All symbols are per Microsoft Excel (+, -, *, and ^) add, subtract, multiply and raise to a power. "X" is the independent variable.

## SUMMARY OF RECOMMENDED TRIP GENERATION RATES AND EQUATIONS (Cont'd)

**Classification:** Heavy Industrial

| | NO. OF EMPLOYEES | | | GROSS BUILDING AREA (KSF) | | | ACRES | | |
|---|---|---|---|---|---|---|---|---|---|
| Period | Weighted Average Trips | Linear Regression | Logarithmic Regression | Weighted Average Trips | Linear Regression | Logarithmic Regression | Weighted Average Trips | Linear Regression | Logarithmic Regression |
| Daily | | | | | | | | | |
| Total Vehicles | 3.787*X | n.a. | n.a. | 7.541*X | n.a. | n.a. | 71.607*X | n.a. | n.a. |
| AM Street | | | | | | | | | |
| Total Vehicles | 0.237*X | n.a. | n.a. | 0.473*X | n.a. | n.a. | 4.490*X | n.a. | n.a. |
| Trucks | 0.105*X | n.a. | n.a. | 0.209*X | n.a. | n.a. | 1.985*X | n.a. | n.a. |
| PM Street | | | | | | | | | |
| Total Vehicles | 0.158*X | Marginal | Marginal | 0.315*X | Marginal | n.a. | 2.993*X | Marginal | n.a. |
| Trucks | 0.058*X | n.a. | n.a. | 0.116*X | n.a. | n.a. | 1.100*X | n.a. | n.a. |
| AM Site | | | | | | | | | |
| Total Vehicles | 0.352*X | 0.177*X+27.122 | 28.109*1.003^X | 0.701*X | n.a. | n.a. | 6.659*X | n.a. | n.a. |
| Trucks | 0.095*X | n.a. | n.a. | 0.190*X | n.a. | n.a. | 1.802*X | n.a. | n.a. |
| PM Site | | | | | | | | | |
| Total Vehicles | 0.278*X | 0.059*X+33.809 | 33.793*1.001^X | 0.553*X | Marginal | Marginal | 5.254*X | n.a. | n.a. |
| Trucks | 0.126*X | n.a. | n.a. | 0.251*X | n.a. | n.a. | 2.382*X | n.a. | n.a. |

Note: All symbols are per Microsoft Excel (+, -, *, and ^) add, subtract, multiply and raise to a power. "X" is the independent variable.

## SUMMARY OF RECOMMENDED TRIP GENERATION RATES AND EQUATIONS (Cont'd)

**Classification:** Industrial Park

| | NO. OF EMPLOYEES | | | GROSS BUILDING AREA (KSF) | | | ACRES | | |
|---|---|---|---|---|---|---|---|---|---|
| Period | Weighted Average Trips | Linear Regression | Logarithmic Regression | Weighted Average Trips | Linear Regression | Logarithmic Regression | Weighted Average Trips | Linear Regression | Logarithmic Regression |
| Daily | | | | | | | | | |
| Total Vehicles | 2.485*X | 1.638*X+156.726 | 188.297*1.004^X | 1.236*X | Marginal | Marginal | 24.805*X | n.a. | Marginal |
| AM Street | | | | | | | | | |
| Total Vehicles | 0.191*X | Marginal | Marginal | 0.095*X | n.a. | n.a. | 1.902*X | n.a. | n.a. |
| Trucks | 0.078*X | Marginal | Marginal | 0.039*X | n.a. | n.a. | 0.782*X | n.a. | n.a. |
| PM Street | | | Marginal | | | | | | |
| Total Vehicles | 0.193*X | Marginal | Marginal | 0.096*X | n.a. | n.a. | 1.929*X | n.a. | n.a. |
| Trucks | 0.097*X | Marginal | Marginal | 0.048*X | n.a. | n.a. | 0.971*X | n.a. | n.a. |
| AM Site | | | | | | | | | |
| Total Vehicles | 0.265*X | Marginal | Marginal | 0.132*X | n.a. | n.a. | 2.644*X | n.a. | n.a. |
| Trucks | 0.053*X | n.a. | n.a. | 0.026*X | n.a. | n.a. | 0.526*X | n.a. | n.a. |
| PM Site | | | | | | | | | |
| Total Vehicles | 0.382*X | 0.397*X-2.740 | 16.146*1.007^X | 0.190*X | n.a. | n.a. | 3.818*X | n.a. | n.a. |
| Trucks | 0.120*X | Marginal | Marginal | 0.060*X | n.a. | n.a. | 1.201*X | n.a. | n.a. |

Note: All symbols are per Microsoft Excel (+, -, *, and ^) add, subtract, multiply and raise to a power. "X" is the independent variable.

## SUMMARY OF RECOMMENDED TRIP GENERATION RATES AND EQUATIONS (Cont'd)

**Classification:** Truck Sales and Leasing

| | NO. OF EMPLOYEES | | | GROSS BUILDING AREA (KSF) | | | ACRES | | |
|---|---|---|---|---|---|---|---|---|---|
| Period | Weighted Average Trips | Linear Regression | Logarithmic Regression | Weighted Average Trips | Linear Regression | Logarithmic Regression | Weighted Average Trips | Linear Regression | Logarithmic Regression |
| **Daily** | | | | | | | | | |
| Total Vehicles | 10.380*X | 10.161*X+14.571 | 44.902*1.035^X | 23.517*X | Marginal | Marginal | 129.691*X | 136.639X-36.982 | 36.432*1.590^X |
| **AM Street** | | | | | | | | | |
| Total Vehicles | 0.605*X | 0.638*X-2.148 | 0.927*1.047^X | 1.371*X | 1.208*X+4.795 | Marginal | 7.562*X | Marginal | 0.764*1.830^X |
| Trucks | 0.056*X | 0.063X-0.410 | n.a. | 0.128*X | Marginal | n.a. | 0.705*X | 0.839*X-0.717 | n.a. |
| **PM Street** | | | | | | | | | |
| Total Vehicles | 0.556*X | 0.551*X+0.336 | 2.806*1.032^X | 1.261*X | 1.018*X+7.110 | Marginal | 6.952*X | Marginal | 2.492*1.524^X |
| Trucks | 0.098*X | Marginal | 1.819*1.017^X | 0.221*X | Marginal | Marginal | 1.221*X | Marginal | 1.672*1.247^X |
| **AM Site** | | | | | | | | | |
| Total Vehicles | 0.883*X | 0.871*X+0.836 | 2.890*1.038^X | 2.002*X | 1.597*X+11.883 | Marginal | 11.038*X | Marginal | 2.453*1.635^X |
| Trucks | 0.308*X | Marginal | 3.103*1.024^X | 0.698*X | Marginal | Marginal | 3.852*X | n.a. | 2.793*1.367^X |
| **PM Site** | | | | | | | | | |
| Total Vehicles | 0.823*X | 0.656*X+11.133 | 12.591*1.019^X | 1.865*X | 1.160*X+20.711 | Marginal | 10.287*X | Marginal | 11.783*1.285^X |
| Trucks | 0.297*X | Marginal | 4.732*1.018^X | 0.673*X | 0.530*X+4.190 | 5.839*1.034^X | 3.711*X | n.a. | Marginal |

Note: All symbols are per Microsoft Excel (+, -, *, and ^) add, subtract, multiply and raise to a power. "X" is the independent variable.

## SUMMARY OF RECOMMENDED TRIP GENERATION RATES AND EQUATIONS (Cont'd)

**Classification:** Used Truck Sales

| | NO. OF EMPLOYEES | | | GROSS BUILDING AREA (KSF) | | | ACRES | | |
|---|---|---|---|---|---|---|---|---|---|
| Period | Weighted Average Trips | Linear Regres-sion | Logarithmic Regres-sion | Weighted Average Trips | Linear Regression | Logarithmic Regression | Weighted Average Trips | Linear Regression | Logarithmic Regression |
| Daily | | | | | | | | | |
| Total Vehicles | 20.874*X | n.a. | n.a. | 20.039*X | 20.671-17.428 | 137.430*1.033^X | 67.996*X | 94.942*X-219.206 | 102.271*1.159^X |
| AM Street | | | | | | | | | |
| Total Vehicles | 1.179*X | n.a. | n.a. | 1.132*X | 0.932*X+5.537 | 10.979*1.027^X | 3.841*X | 4.233*X-3.183 | 8.786*1.124^X |
| Trucks | 0.358*X | n.a. | n.a. | 0.344*X | 0.387*X-1.172 | n.a. | 1.168*X | 1.753XX-4.759 | n.a. |
| PM Street | | | | | | | | | |
| Total Vehicles | 1.481*X | n.a. | n.a. | 1.422*X | 1.122*X+8.283 | 13.124*1.028^X | 4.825*X | 5.024*X-1.622 | Marginal |
| Trucks | 0.226*X | n.a. | n.a. | 0.217*X | Marginal | n.a. | 0.738*X | Marginal | n.a. |
| AM Site | | | | | | | | | |
| Total Vehicles | 1.764*X | n.a. | n.a. | 1.694*X | 1.155*X+14.876 | 22.051*1.020^X | 5.747*X | 5.323*X+3.450 | 18.125*1.097^X |
| Trucks | 0.594*X | n.a. | n.a. | 0.571*X | 0.503*X+1.855 | n.a. | 1.936*X | 2.309X-3.030 | n.a. |
| PM Site | | | | | | | | | |
| Total Vehicles | 1.575*X | n.a. | n.a. | 1.513*X | .973*X+14.899 | Marginal | 5.132*X | 4.617*X+4.193 | Marginal |
| Trucks | 0.481*X | n.a. | n.a. | 0.462*X | .396*X+1.812 | Marginal | 1.567*X | 1.847X-2.272 | Marginal |

Note: All symbols are per Microsoft Excel (+, -, *, and ^) add, subtract, multiply and raise to a power. "X" is the independent variable.

## SUMMARY OF RECOMMENDED TRIP GENERATION RATES AND EQUATIONS (Cont'd)

**Classification:** Truck Terminals

| | NO. OF EMPLOYEES | | | GROSS BUILDING AREA (KSF) | | | ACRES | | |
|---|---|---|---|---|---|---|---|---|---|
| Period | Weighted Average Trips | Linear Regression | Logarithmic Regression | Weighted Average Trips | Linear Regression | Logarithmic Regression | Weighted Average Trips | Linear Regression | Logarithmic Regression |
| Daily | | | | | | | | | |
| Total Vehicles | 3.428*X | 1.844*X+480.332 | Marginal | 16.857*X | Marginal | n.a. | 42.582*X | 27.391*X+370.843 | Marginal |
| AM Street | | | | | | | | | |
| Total Vehicles | 0.104*X | n.a. | n.a. | 0.511*X | n.a. | n.a. | 1.290*X | n.a. | n.a. |
| Trucks | 0.047*X | n.a. | n.a. | 0.231*X | n.a. | n.a. | 0.584*X | n.a. | n.a. |
| PM Street | | | | | | | | | |
| Total Vehicles | 0.122*X | Marginal | Marginal | 0.600*X | n.a. | n.a. | 1.516*X | Marginal | Marginal |
| Trucks | 0.062*X | Marginal | Marginal | 0.304*X | n.a. | n.a. | 0.768*X | 0.408*X+8.790 | Marginal |
| AM Site | | | | | | | | | |
| Total Vehicles | 0.157*X | Marginal | n.a. | 0.770*X | n.a. | n.a. | 1.946*X | n.a. | n.a. |
| Trucks | 0.059*X | n.a. | Marginal | 0.288*X | Marginal | Marginal | 0.727*X | n.a. | n.a. |
| PM Site | | | | | | | | | |
| Total Vehicles | 0.176*X | n.a. | n.a. | 0.864*X | n.a. | n.a. | 2.181*X | Marginal | n.a. |
| Trucks | 0.091*X | n.a. | n.a. | 0.446*X | n.a. | n.a. | 1.126*X | n.a. | n.a. |

Note: All symbols are per Microsoft Excel (+, -, *, and ^) add, subtract, multiply and raise to a power. "X" is the independent variable.

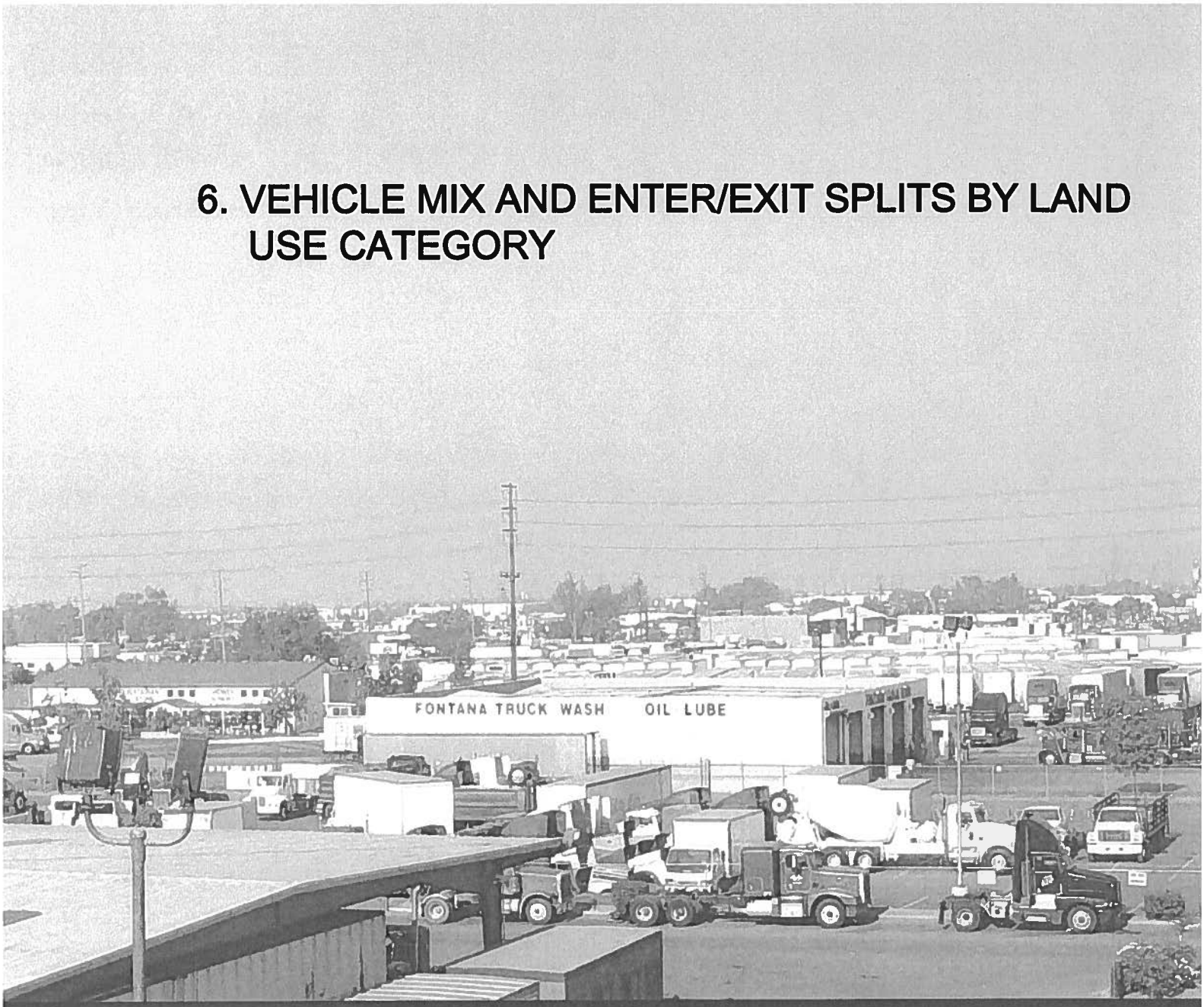
## SUMMARY OF RECOMMENDED TRIP GENERATION RATES AND EQUATIONS (Cont'd)

**Classification:** Truck Stops

| | NO. OF FUELING POSITIONS | | | ACRES | | |
|---|---|---|---|---|---|---|
| Period | Weighted Average Trips | Linear Regression | Logarithmic Regression | Weighted Average Trips | Linear Regression | Logarithmic Regression |
| **Daily** | | | | | | |
| Total Vehicles | 34.565*X | n.a. | n.a. | 319.730*X | n.a. | n.a. |
| **AM Street** | | | | | | |
| Total Vehicles | 2.257*X | n.a. | n.a. | 20.875*X | n.a. | n.a. |
| Trucks | 1.189*X | n.a. | n.a. | 11.000*X | n.a. | n.a. |
| **PM Street** | | | | | | |
| Total Vehicles | 8.216*X | n.a. | n.a. | 76.000*X | n.a. | n.a. |
| Trucks | 4.811*X | n.a. | n.a. | 44.500*X | n.a. | n.a. |
| **AM Site** | | | | | | |
| Total Vehicles | 2.324*X | n.a. | n.a. | 21.500*X | n.a. | n.a. |
| Trucks | 1.878*X | n.a. | n.a. | 17.375*X | n.a. | n.a. |
| **PM Site** | | | | | | |
| Total Vehicles | 9.500*X | n.a. | n.a. | 87.875*X | n.a. | n.a. |
| Trucks | 5.000*X | n.a. | n.a. | 46.250*X | n.a. | n.a. |

Note: All symbols are per Microsoft Excel (+, -, *, and ^) add, subtract, multiply and raise to a power. "X" is the independent variable.

# 6. VEHICLE MIX AND ENTER/EXIT SPLITS BY LAND USE CATEGORY



## VEHICLE MIX AND ENTER/EXIT SPLITS BY LAND USE CATEGORY

**Classification:** Light Warehouse

| Recommended Large Truck Mix ( %) | | | | |
|---|---|---|---|---|
| **Lge 2 Ax** | **3 Axle** | **4+ Axle** | **Total** | |
| 24.7 | 20.6 | 54.6 | 100.0 | |
| **Pass Veh** | **Lge 2 Ax** | **3 Axle** | **4+ Axle** | **Total** |
| 80.3 | 5.2 | 4.5 | 10.0 | 100.0 |

| Site Entering & Exiting | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | a.m. | | | | p.m. | | | |
| | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** |
| Split | 73.97 | 26.03 | 62.07 | 37.93 | 23.81 | 76.19 | 45.45 | 54.55 |

| Street Entering & Exiting | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | a.m. | | | | p.m. | | | |
| | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** |
| Split | 73.77 | 26.23 | 65.22 | 34.78 | 20.00 | 80.00 | 31.58 | 68.42 |

## VEHICLE MIX AND ENTER/EXIT SPLITS BY LAND USE CATEGORY (Cont'd)

**Classification:** Heavy Warehouse

| Recommended Large Truck Mix ( %) | | | | |
|---|---|---|---|---|
| **Lge 2 Ax** | **3 Axle** | **4+ Axle** | **Total** | |
| 16.95 | 22.71 | 60.34 | 100 | |
| **Pass Veh** | **Lge 2 Ax** | **3 Axle** | **4+ Axle** | **Total** |
| 79.57 | 3.46 | 4.64 | 12.33 | 100 |

| Site Entering & Exiting | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | a.m. | | | | p.m. | | | |
| | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** |
| Split | 85.66 | 14.34 | 46.38 | 53.62 | 46.01 | 53.99 | 56.58 | 43.42 |

| Street Entering & Exiting | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | a.m. | | | | p.m. | | | |
| | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** |
| Split | 50.94 | 49.06 | 45.00 | 55.00 | 30.72 | 69.28 | 45.76 | 54.24 |

## VEHICLE MIX AND ENTER/EXIT SPLITS BY LAND USE CATEGORY (Cont'd)

**Classification:** Light Industrial

| | Recommended Large Truck Mix (%) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | **Lge 2 Ax** | **3 Axle** | **4+ Axle** | **Total** | | | | |
| | 32.7 | 17.9 | 49.4 | 100.0 | | | | |
| | **Pass Veh** | **Lge 2 Ax** | **3 Axle** | **4+ Axle** | **Total** | | | |
| | 78.6 | 8.0 | 3.9 | 9.5 | 100.0 | | | |
| | Site Entering & Exiting | | | | | | | |
| | **a.m.** | | | | **p.m.** | | | |
| | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** |
| Split | 64.96 | 35.04 | 41.03 | 58.97 | 43.01 | 56.99 | 42.86 | 57.14 |
| | Street Entering & Exiting | | | | | | | |
| | **a.m.** | | | | **p.m.** | | | |
| | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** |
| Split | 60.49 | 39.51 | 37.50 | 62.50 | 29.17 | 70.83 | 66.67 | 33.33 |

## VEHICLE MIX AND ENTER/EXIT SPLITS BY LAND USE CATEGORY (Cont'd)

**Classification:** Heavy Industrial

| Recommended Large Truck Mix ( %) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lge 2 Ax** | **3 Axle** | **4+ Axle** | **Total** | | | | | |
| 11.1 | 36.0 | 53.0 | 100.0 | | | | | |
| **Pass Veh** | **Lge 2 Ax** | **3 Axle** | **4+ Axle** | **Total** | | | | |
| 61.2 | 6.1 | 12.7 | 19.9 | 100.0 | | | | |
| Site Entering & Exiting | | | | | | | | |
| | a.m. | | | | p.m. | | | |
| | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** |
| Split | 65.60 | 34.40 | 50.85 | 49.15 | 43.02 | 56.98 | 58.82 | 41.18 |
| Street Entering & Exiting | | | | | | | | |
| | a.m. | | | | p.m. | | | |
| | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** |
| Split | 69.39 | 30.61 | 47.69 | 52.31 | 28.42 | 71.58 | 55.56 | 44.44 |

## VEHICLE MIX AND ENTER/EXIT SPLITS BY LAND USE CATEGORY (Cont'd)

**Classification:** Industrial Park

| Recommended Large Truck Mix ( %) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lge 2 Ax** | **3 Axle** | **4+ Axle** | **Total** | | | | | |
| 7.9 | 7.1 | 85.0 | 100.0 | | | | | |
| **Pass Veh** | **Lge 2 Ax** | **3 Axle** | **4+ Axle** | **Total** | | | | |
| 52.8 | 4.0 | 3.3 | 39.8 | 100.0 | | | | |
| Site Entering & Exiting | | | | | | | | |
| | a.m. | | | | p.m. | | | |
| | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** |
| Split | 68.88 | 31.12 | 58.97 | 41.03 | 43.11 | 56.89 | 51.69 | 48.31 |
| Street Entering & Exiting | | | | | | | | |
| | a.m. | | | | p.m. | | | |
| | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** |
| Split | 60.99 | 39.01 | 50.00 | 50.00 | 32.87 | 67.13 | 37.50 | 62.50 |

## VEHICLE MIX AND ENTER/EXIT SPLITS BY LAND USE CATEGORY (Cont'd)

**Classification:** Truck Sales and Leasing

| Recommended Large Truck Mix ( %) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lge 2 Ax** | **3 Axle** | **4+ Axle** | **Total** | | | | |
| 42.8 | 33.0 | 24.2 | 100.0 | | | | |
| **Pass Veh** | **Lge 2 Ax** | **3 Axle** | **4+ Axle** | **Total** | | | |
| 72.7 | 11.7 | 9.0 | 6.6 | 100.0 | | | |
| Site Entering & Exiting | | | | | | | |
| | | **a.m.** | | | | **p.m.** | |
| **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** |
| Split | 40.90 | 59.10 | 48.94 | 51.06 | 51.70 | 48.30 | 55.14 | 44.86 |
| Street Entering & Exiting | | | | | | | | |
| | | **a.m.** | | | | **p.m.** | |
| **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** |
| Split | 46.85 | 53.15 | 52.86 | 47.14 | 36.21 | 63.79 | 50.98 | 49.02 |

## VEHICLE MIX AND ENTER/EXIT SPLITS BY LAND USE CATEGORY (Cont'd)

**Classification:** Used Truck Sales

| Recommended Large Truck Mix (%) | | | | |
|---|---|---|---|---|
| **Lge 2 Ax** | **3 Axle** | **4+ Axle** | **Total** | |
| 26.3 | 42.9 | 30.8 | 100.0 | |
| **Pass Veh** | **Lge 2 Ax** | **3 Axle** | **4+ Axle** | **Total** |
| 73.7 | 4.9 | 12.1 | 9.2 | 100.0 |

| Site Entering & Exiting | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | a.m. | | | | p.m. | | | |
| | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** |
| Split | 47.59 | 52.41 | 39.68 | 60.32 | 53.29 | 46.71 | 49.02 | 50.98 |

| Street Entering & Exiting | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | a.m. | | | | p.m. | | | |
| | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** |
| Split | 68.85 | 31.15 | 48.78 | 51.22 | 29.94 | 70.06 | 33.33 | 66.67 |

## VEHICLE MIX AND ENTER/EXIT SPLITS BY LAND USE CATEGORY (Cont'd)

**Classification:** Truck Terminals

| Recommended Large Truck Mix (%) | | | | |
|---|---|---|---|---|
| **Lge 2 Ax** | **3 Axle** | **4+ Axle** | **Total** | |
| 11.9 | 24.4 | 63.7 | 100.0 | |
| **Pass Veh** | **Lge 2 Ax** | **3 Axle** | **4+ Axle** | **Total** |
| 46.0 | 6.1 | 13.9 | 34.0 | 100.0 |

| Site Entering & Exiting | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | a.m. | | | | p.m. | | | |
| | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** |
| Split | 51.27 | 48.73 | 49.23 | 50.77 | 46.36 | 53.64 | 66.39 | 33.61 |

| Street Entering & Exiting | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | a.m. | | | | p.m. | | | |
| | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** |
| Split | 52.86 | 47.14 | 43.75 | 56.25 | 60.80 | 39.20 | 66.30 | 33.70 |

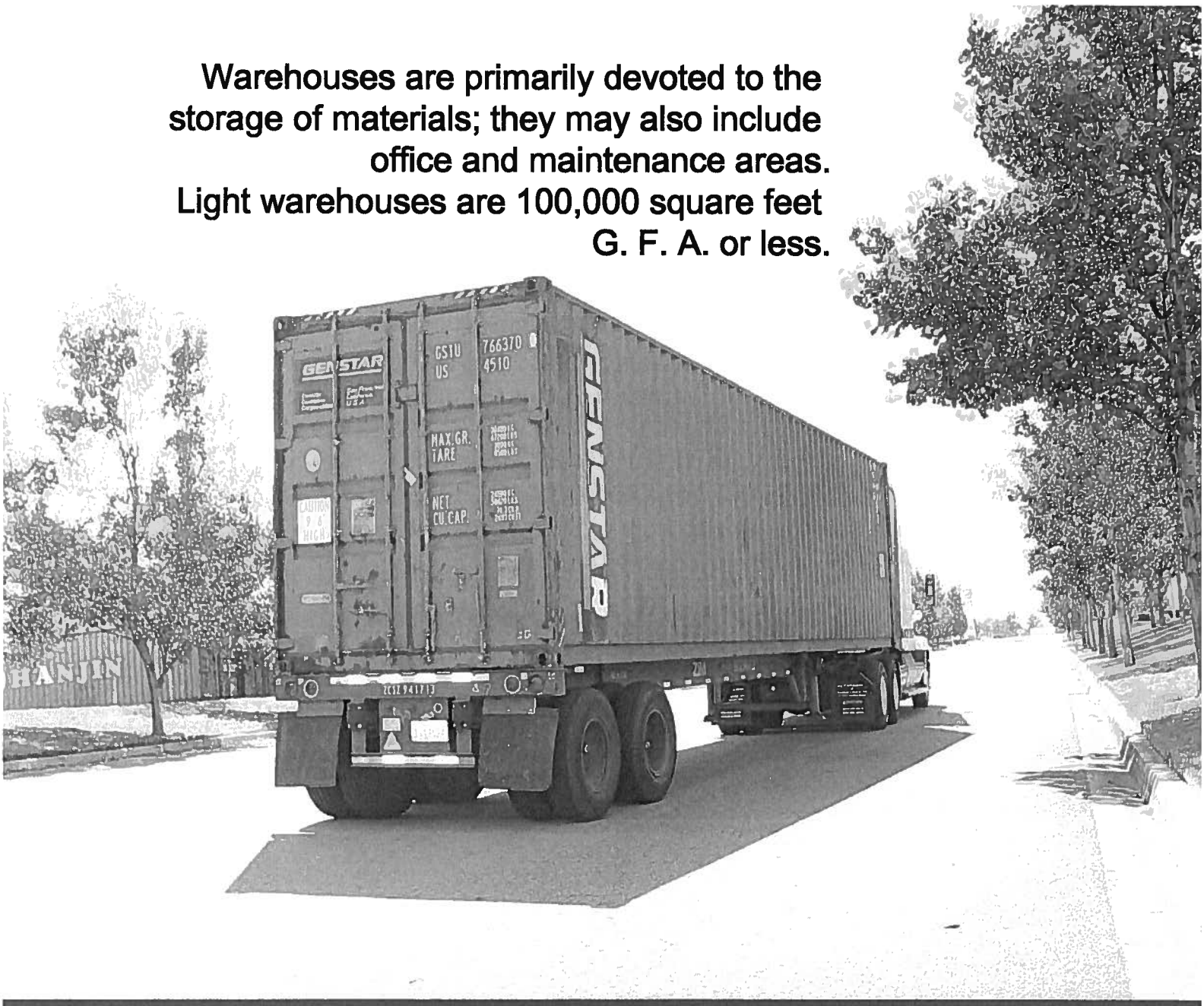
## VEHICLE MIX AND ENTER/EXIT SPLITS BY LAND USE CATEGORY (Cont'd)

**Classification:** Truck Stops

| Recommended Large Truck Mix ( %) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lge 2 Ax** | **3 Axle** | **4+ Axle** | **Total** | | | | | |
| 4.9 | 16.2 | 78.9 | 100.0 | | | | | |
| **Pass Veh** | **Lge 2 Ax** | **3 Axle** | **4+ Axle** | **Total** | | | | |
| 44.1 | 2.2 | 9.0 | 44.6 | 100.0 | | | | |
| Site Entering & Exiting | | | | | | | | |
| | a.m. | | | | p.m. | | | |
| | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** |
| Split | 52.33 | 47.67 | 53.96 | 46.04 | 50.92 | 49.08 | 54.86 | 45.14 |
| Street Entering & Exiting | | | | | | | | |
| | a.m. | | | | p.m. | | | |
| | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** |
| Split | 46.11 | 53.89 | 45.45 | 54.55 | 50.00 | 50.00 | 53.09 | 46.91 |

# 7. TRIP GENERATION ANALYSIS BY LAND USE CATEGORY

Warehouses are primarily devoted to the storage of materials; they may also include office and maintenance areas. Light warehouses are 100,000 square feet G. F. A. or less.




## Light Warehousing (ITE code 150)

## TRIP GENERATION ANALYSIS BY LAND USE CATEGORY

**Classification:** Light Warehouse

**Period:** Total Daily Traffic

| Statistics | No. of Employees | Gross Building Area (KSF) | Acres |
|---|---|---|---|
| Weighted Average Trips | 3.713 | 1.659 | 35.874 |
| Mean Trip Rate | 6.755 | 1.710 | 37.111 |
| Standard Deviation | 6.868 | .638 | 14.695 |
| Linear Regression | | | |
| Coefficient | 1.149 | -3.676 | -63.690 |
| y Intercept | 286.492 | 1334.121 | 1151.451 |
| r Squared | .700 | .791 | .606 |
| Logarithmic Regression | | | |
| Coefficient | 1.003 | .991 | .855 |
| y Intercept | 296.840 | 4156.615 | 2444.849 |
| r Squared | .642 | .838 | .597 |
| **Trip Rates** | | | |
| JR Distribution | 17.006 | 1.319 | 29.653 |
| Medline Industries | 4.044 | 2.196 | 40.511 |
| Kumo Tires | 3.561 | 1.020 | 22.222 |
| Barth & Dryfuss | 2.409 | 2.307 | 56.058 |
| Mean Trip Rates | 6.755 | 1.710 | 37.111 |

## TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)

**Classification:** Light Warehouse

**Period:** AM Peak Hour Street Total/AM Peak Hour Street Truck

| | AM PEAK HOUR STREET TOTAL | | | AM PEAK HOUR STREET TRUCK | | |
|---|---|---|---|---|---|---|
| Statistics | No. of Employees | Gross Building Area (KSF) | Acres | No. of Employees | Gross Building Area (KSF) | Acres |
| Weighted Average Trips | 0.273 | 0.122 | 2.637 | 0.051 | 0.023 | 0.497 |
| Mean Trip Rate | 0.516 | 0.116 | 2.505 | 0.148 | 0.022 | 0.479 |
| Standard Deviation | 0.479 | 0.086 | 1.886 | 0.205 | 0.013 | 0.292 |
| Linear Regression | | | | | | |
| Coefficient | -0.098 | 0.802 | 14.280 | -0.041 | 0.082 | 1.907 |
| y Intercept | 41.493 | -170.055 | -134.646 | 10.328 | -14.692 | -16.306 |
| r Squared | 0.102 | 0.750 | 0.607 | 0.961 | 0.422 | 0.587 |
| Logarithmic Regression | | | | | | |
| Coefficient | 0.996 | 1.022 | 1.517 | 0.989 | 1.019 | 1.817 |
| y Intercept | 36.190 | 0.099 | 0.197 | 15.349 | 0.040 | 0.004 |
| r Squared | 0.179 | 0.765 | 0.700 | 0.915 | 0.279 | 0.724 |
| Trip Rates | | | | | | |
| JR Distribution | 1.000 | 0.078 | 1.744 | 0.450 | 0.035 | 0.785 |
| Medline Industries | 0.150 | 0.081 | 1.503 | 0.042 | 0.023 | 0.417 |
| Kumo Tires | 0.854 | 0.244 | 5.327 | 0.098 | 0.028 | 0.609 |
| Barth & Dryfuss | 0.062 | 0.060 | 1.448 | 0.004 | 0.004 | 0.103 |
| Mean Trip Rates | 0.516 | 0.116 | 2.505 | 0.148 | 0.022 | 0.479 |

## TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)

**Classification:** Light Warehouse

**Period:** PM Peak Hour Street Total/PM Peak Hour Street Truck

| | PM PEAK HOUR STREET TOTAL | | | PM PEAK HOUR STREET TRUCK | | |
|---|---|---|---|---|---|---|
| Statistics | No. of Employees | Gross Building Area (KSF) | Acres | No. of Employees | Gross Building Area (KSF) | Acres |
| Weighted Average Trips | 0.201 | 0.090 | 1.946 | 0.047 | 0.021 | 0.454 |
| Mean Trip Rate | 0.291 | 0.088 | 1.913 | 0.109 | 0.021 | 0.451 |
| Standard Deviation | 0.198 | 0.047 | 1.049 | 0.130 | 0.004 | 0.095 |
| Linear Regression | | | | | | |
| Coefficient | 0.025 | 0.294 | 5.354 | -0.012 | 0.051 | 0.725 |
| y Intercept | 19.723 | -50.989 | -39.423 | 6.623 | -7.461 | -3.138 |
| r Squared | 0.023 | 0.350 | 0.296 | 0.497 | 0.937 | 0.487 |
| Logarithmic Regression | | | | | | |
| Coefficient | 1.003 | 1.008 | 1.200 | 0.998 | 1.010 | 1.144 |
| y Intercept | 13.650 | 2.340 | 2.315 | 6.677 | 0.463 | 1.071 |
| r Squared | 0.146 | 0.125 | 0.150 | 0.534 | 0.919 | 0.464 |
| Trip Rates | | | | | | |
| JR Distribution | 0.400 | 0.031 | 0.697 | 0.300 | 0.023 | 0.523 |
| Medline Industries | 0.158 | 0.086 | 1.586 | 0.033 | 0.018 | 0.334 |
| Kumo Tires | 0.512 | 0.147 | 3.196 | 0.085 | 0.024 | 0.533 |
| Barth & Dryfuss | 0.093 | 0.089 | 2.172 | 0.018 | 0.017 | 0.414 |
| Mean Trip Rates | 0.291 | 0.088 | 1.913 | 0.109 | 0.021 | 0.451 |

## TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)

**Classification:** Light Warehouse

**Period:** AM Peak Hour Site Total/AM Peak Hour Site Truck

| | AM PEAK HOUR SITE TOTAL | | | AM PEAK HOUR SITE TRUCK | | |
|---|---|---|---|---|---|---|
| Statistics | No. of Employees | Gross Building Area (KSF) | Acres | No. of Employees | Gross Building Area (KSF) | Acres |
| Weighted Average Trips | 0.327 | 0.146 | 3.156 | 0.065 | 0.029 | 0.627 |
| Mean Trip Rate | 0.475 | 0.143 | 2.951 | 0.131 | 0.029 | 0.599 |
| Standard Deviation | 0.366 | 0.127 | 2.548 | 0.123 | 0.023 | 0.406 |
| Linear Regression | | | | | | |
| Coefficient | -0.088 | 0.487 | 20.387 | -0.027 | -0.008 | 2.736 |
| y Intercept | 46.310 | -85.325 | -199.280 | 10.259 | 9.205 | -24.386 |
| r Squared | 0.050 | 0.171 | 0.763 | 0.210 | 0.002 | 0.610 |
| Logarithmic Regression | | | | | | |
| Coefficient | 0.996 | 1.013 | 2.074 | 0.991 | 1.008 | 2.007 |
| y Intercept | 35.703 | 1.015 | 0.005 | 14.712 | 0.723 | 0.002 |
| r Squared | 0.080 | 0.090 | 0.786 | 0.505 | 0.039 | 0.782 |
| Trip Rates | | | | | | |
| JR Distribution | 0.500 | 0.039 | 0.872 | 0.300 | 0.023 | 0.523 |
| Medline Industries | 0.442 | 0.240 | 4.424 | 0.108 | 0.059 | 1.085 |
| Kumo Tires | 0.927 | 0.265 | 5.784 | 0.110 | 0.031 | 0.685 |
| Barth & Dryfuss | 0.031 | 0.030 | 0.724 | 0.004 | 0.004 | 0.103 |
| Mean Trip Rates | 0.475 | 0.143 | 2.951 | 0.131 | 0.029 | 0.599 |

## TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)

**Classification:** Light Warehouse

**Period:** PM Peak Hour Site Total/PM Peak Hour Site Truck

| | PM PEAK HOUR SITE TOTAL | | | PM PEAK HOUR SITE TRUCK | | |
|---|---|---|---|---|---|---|
| Statistics | No. of Employees | Gross Building Area (KSF) | Acres | No. of Employees | Gross Building Area (KSF) | Acres |
| Weighted Average Trips | 0.282 | 0.126 | 2.724 | 0.074 | 0.033 | 0.713 |
| Mean Trip Rate | 0.392 | 0.130 | 2.903 | 0.137 | 0.033 | 0.699 |
| Standard Deviation | 0.272 | 0.088 | 2.236 | 0.118 | 0.013 | 0.209 |
| Linear Regression | | | | | | |
| Coefficient | 0.221 | -0.324 | -11.027 | -0.010 | 0.021 | 1.894 |
| y Intercept | 6.813 | 112.420 | 159.026 | 9.361 | 3.001 | -13.658 |
| r Squared | 0.938 | 0.222 | 0.658 | 0.071 | 0.035 | 0.730 |
| Logarithmic Regression | | | | | | |
| Coefficient | 1.007 | 0.990 | 0.753 | 0.998 | 1.003 | 1.282 |
| y Intercept | 13.375 | 340.838 | 733.582 | 9.196 | 3.740 | 0.440 |
| r Squared | 0.993 | 0.259 | 0.527 | 0.102 | 0.042 | 0.766 |
| Trip Rates | | | | | | |
| JR Distribution | 0.800 | 0.062 | 1.395 | 0.300 | 0.023 | 0.523 |
| Medline Industries | 0.233 | 0.127 | 2.337 | 0.092 | 0.050 | 0.918 |
| Kumo Tires | 0.268 | 0.077 | 1.674 | 0.134 | 0.038 | 0.837 |
| Barth & Dryfuss | 0.267 | 0.255 | 6.205 | 0.022 | 0.021 | 0.517 |
| Mean Trip Rates | 0.392 | 0.130 | 2.903 | 0.137 | 0.033 | 0.699 |

## TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)

**Classification:** Light Warehouse

| Recommended Large Truck Mix ( %) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lge 2 Ax** | **3 Axle** | **4+ Axle** | **Total** | | | | | |
| 24.7 | 20.6 | 54.6 | 100.0 | | | | | |
| **Pass Veh** | **Lge 2 Ax** | **3 Axle** | **4+ Axle** | **Total** | | | | |
| 80.3 | 5.2 | 4.5 | 10.0 | 100.0 | | | | |
| Site Entering & Exiting | | | | | | | | |
| | a.m. | | | | p.m. | | | |
| | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** |
| Split | 73.97 | 26.03 | 62.07 | 37.93 | 23.81 | 76.19 | 45.45 | 54.55 |
| Street Entering & Exiting | | | | | | | | |
| | a.m. | | | | p.m. | | | |
| | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** |
| Split | 73.77 | 26.23 | 65.22 | 34.78 | 20.00 | 80.00 | 31.58 | 68.42 |

Warehouses are primarily devoted to the storage of materials; they may also include office and maintenance areas. Heavy warehouses are greater than 100,000 square feet G. F. A.

# Heavy Warehousing (ITE code 150)

**Classification:** Heavy Warehouse

**Period:** Total Daily Traffic

| Statistics | No. of Employees | Gross Building Area (KSF) | Acres |
|---|---|---|---|
| Weighted Average Trips | 4.657 | 3.547 | 69.959 |
| Mean Trip Rate | 2.842 | 1.970 | 39.244 |
| Standard Deviation | 3.382 | 2.515 | 48.279 |
| Linear Regression | | | |
| Coefficient | n.a. | n.a. | n.a. |
| y Intercept | n.a. | n.a. | n.a. |
| r Squared | n.a. | n.a. | n.a. |
| Logarithmic Regression | n.a. | n.a. | n.a. |
| Coefficient | n.a. | n.a. | n.a. |
| y Intercept | n.a. | n.a. | n.a. |
| r Squared | n.a. | n.a. | n.a. |
| **Trip Rates** | | | |
| Target | 6.685 | 5.252 | 98.888 |
| Thrifty/Big 5 | 0.000 | 0.000 | 0.000 |
| TAB | 4.683 | 2.629 | 58.087 |
| Sportsmart | 0.000 | 0.000 | 0.000 |
| Mean Trip Rates | 2.842 | 1.970 | 39.244 |

Incomplete Data

Uses Zero Data to Reduce Mean Trip Rates

Compare w/ Appendix A1

## TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)

**Classification:** Heavy Warehouse

**Period:** AM Peak Hour Street Total/AM Peak Hour Street Truck

| Statistics | AM PEAK HOUR STREET TOTAL | | | AM PEAK HOUR STREET TRUCK | | |
|---|---|---|---|---|---|---|
| | No. of Employees | Gross Building Area (KSF) | Acres | No. of Employees | Gross Building Area (KSF) | Acres |
| Weighted Average Trips | 0.091 | 0.070 | 1.373 | 0.034 | 0.026 | 0.518 |
| Mean Trip Rate | 0.138 | 0.092 | 1.941 | 0.046 | 0.034 | 0.710 |
| Standard Deviation | 0.096 | 0.042 | 0.980 | 0.021 | 0.015 | 0.326 |
| Linear Regression | | | | | | |
| Coefficient | 0.037 | 0.032 | 0.589 | 0.021 | 0.016 | 0.301 |
| y Intercept | 23.872 | 21.235 | 22.708 | 6.025 | 5.638 | 6.291 |
| r Squared | 0.656 | 0.811 | 0.798 | 0.956 | 0.946 | 0.950 |
| Logarithmic Regression | | | | | | |
| Coefficient | 1.001 | 1.001 | 1.014 | 1.001 | 1.001 | 1.017 |
| y Intercept | 25.094 | 22.937 | 23.826 | 8.090 | 7.929 | 8.220 |
| r Squared | 0.455 | 0.649 | 0.630 | 0.916 | 0.902 | 0.907 |
| **Trip Rates** | | | | | | |
| Target | 0.060 | 0.047 | 0.888 | 0.026 | 0.021 | 0.390 |
| Thrifty/Big 5 | 0.165 | 0.083 | 1.737 | 0.045 | 0.023 | 0.474 |
| TAB | 0.263 | 0.147 | 3.256 | 0.075 | 0.042 | 0.930 |
| Sportsmart | 0.064 | 0.090 | 1.883 | 0.036 | 0.050 | 1.046 |
| Mean Trip Rates | 0.138 | 0.092 | 1.941 | 0.046 | 0.034 | 0.710 |

## TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)

**Classification:** Heavy Warehouse

**Period:** PM Peak Hour Street Total/PM Peak Hour Street Truck

| | PM PEAK HOUR STREET TOTAL | | | PM PEAK HOUR STREET TRUCK | | |
|---|---|---|---|---|---|---|
| Statistics | No. of Employees | Gross Building Area (KSF) | Acres | No. of Employees | Gross Building Area (KSF) | Acres |
| Weighted Average Trips | 0.095 | 0.073 | 1.433 | 0.034 | 0.026 | 0.509 |
| MeanTrip Rate | 0.122 | 0.097 | 2.016 | 0.042 | 0.025 | 0.529 |
| Standard Deviation | 0.041 | 0.057 | 1.207 | 0.031 | 0.012 | 0.268 |
| Linear Regression | | | | | | |
| Coefficient | 0.054 | 0.042 | 0.771 | 0.026 | 0.023 | 0.419 |
| y Intercept | 17.889 | 17.592 | 19.178 | 3.330 | 1.584 | 2.609 |
| r Squared | 0.949 | 0.885 | 0.896 | 0.758 | 0.917 | 0.905 |
| Logarithmic Regression | | | | | | |
| Coefficient | 1.001 | 1.001 | 1.016 | 1.002 | 1.002 | 1.031 |
| y Intercept | 22.051 | 22.144 | 22.866 | 4.646 | 3.677 | 4.002 |
| r Squared | 0.818 | 0.731 | 0.744 | 0.387 | 0.616 | 0.595 |
| Trip Rates | | | | | | |
| Target | 0.070 | 0.055 | 1.036 | 0.030 | 0.024 | 0.444 |
| Thrifty/Big 5 | 0.170 | 0.085 | 1.789 | 0.080 | 0.040 | 0.842 |
| TAB | 0.119 | 0.067 | 1.473 | 0.050 | 0.028 | 0.620 |
| Sportsmart | 0.129 | 0.180 | 3.766 | 0.007 | 0.010 | 0.209 |
| Mean Trip Rates | 0.122 | 0.097 | 2.016 | 0.042 | 0.025 | 0.529 |

## TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)

**Classification:** Heavy Warehouse

**Period:** AM Peak Hour Site Total/AM Peak Hour Site Truck

| | AM PEAK HOUR SITE TOTAL | | | AM PEAK HOUR SITE TRUCK | | |
|---|---|---|---|---|---|---|
| Statistics | No. of Employees | Gross Building Area (KSF) | Acres | No. of Employees | Gross Building Area (KSF) | Acres |
| Weighted Average Trips | 0.309 | 0.235 | 4.637 | 0.040 | 0.030 | 0.596 |
| Mean Trip Rate | 0.341 | 0.254 | 5.249 | 0.072 | 0.048 | 1.027 |
| Standard Deviation | 0.107 | 0.076 | 1.607 | 0.057 | 0.028 | 0.640 |
| Linear Regression | | | | | | |
| Coefficient | 0.268 | 0.215 | 3.951 | -0.002 | 0.000 | 0.004 |
| y Intercept | 17.625 | 11.213 | 19.862 | 17.946 | 17.042 | 17.146 |
| r Squared | 0.971 | 0.983 | 0.987 | 0.021 | 0.002 | 0.001 |
| Logarithmic Regression | | | | | | |
| Coefficient | 1.002 | 1.001 | 1.025 | 1.000 | 1.000 | 1.001 |
| y Intercept | 50.347 | 48.177 | 50.856 | 17.038 | 16.027 | 16.167 |
| r Squared | 0.900 | 0.921 | 0.924 | 0.005 | 0.016 | 0.012 |
| Trip Rates | | | | | | |
| Target | 0.285 | 0.224 | 4.223 | 0.015 | 0.012 | 0.229 |
| Thrifty/Big 5 | 0.495 | 0.248 | 5.211 | 0.090 | 0.045 | 0.947 |
| TAB | 0.325 | 0.182 | 4.031 | 0.144 | 0.081 | 1.783 |
| Sportsmart | 0.257 | 0.361 | 7.531 | 0.039 | 0.055 | 1.151 |
| Mean Trip Rates | 0.341 | 0.254 | 5.249 | 0.072 | 0.048 | 1.027 |

## TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)

**Classification:** Heavy Warehouse

**Period:** PM Peak Hour Site Total/AM Peak Hour Site Truck

| | PM PEAK HOUR SITE TOTAL | | | PM PEAK HOUR SITE TRUCK | | |
|---|---|---|---|---|---|---|
| Statistics | No. of Employees | Gross Building Area (KSF) | Acres | No. of Employees | Gross Building Area (KSF) | Acres |
| Weighted Average Trips | 0.417 | 0.318 | 6.268 | 0.044 | 0.033 | 0.656 |
| Mean Trip Rate | 0.447 | 0.308 | 6.335 | 0.060 | 0.047 | 0.997 |
| Standard Deviation | 0.263 | 0.091 | 1.851 | 0.029 | 0.029 | 0.632 |
| Linear Regression | | | | | | |
| Coefficient | 0.390 | 0.323 | 5.902 | 0.021 | 0.016 | 0.291 |
| y Intercept | 11.980 | -2.803 | 10.616 | 9.850 | 10.004 | 10.585 |
| r Squared | 0.905 | 0.973 | 0.971 | 0.911 | 0.801 | 0.814 |
| Logarithmic Regression | | | | | | |
| Coefficient | 1.002 | 1.002 | 1.030 | 1.001 | 1.001 | 1.013 |
| y Intercept | 55.428 | 49.975 | 53.560 | 11.324 | 11.587 | 11.874 |
| r Squared | 0.726 | 0.839 | 0.833 | 0.785 | 0.639 | 0.654 |
| Trip Rates | | | | | | |
| Target | 0.405 | 0.318 | 5.984 | 0.030 | 0.024 | 0.444 |
| Thrifty/Big 5 | 0.825 | 0.413 | 8.684 | 0.050 | 0.025 | 0.526 |
| TAB | 0.338 | 0.189 | 4.186 | 0.100 | 0.056 | 1.240 |
| Sportsmart | 0.221 | 0.311 | 6.485 | 0.061 | 0.085 | 1.778 |
| Mean Trip Rates | 0.447 | 0.308 | 6.335 | 0.060 | 0.047 | 0.997 |

## TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)

**Classification:** Heavy Warehouse

| Recommended Large Truck Mix ( %) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lge 2 Ax** | **3 Axle** | **4+ Axle** | **Total** | | | | | |
| 16.95 | 22.71 | 60.34 | 100 | | | | | |
| **Pass Veh** | **Lge 2 Ax** | **3 Axle** | **4+ Axle** | **Total** | | | | |
| 79.57 | 3.46 | 4.64 | 12.33 | 100 | | | | |
| Site Entering & Exiting | | | | | | | | |
| | a.m. | | | | p.m. | | | |
| | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** |
| Split | 85.66 | 14.34 | 46.38 | 53.62 | 46.01 | 53.99 | 56.58 | 43.42 |
| Street Entering & Exiting | | | | | | | | |
| | a.m. | | | | p.m. | | | |
| | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** |
| Split | 50.94 | 49.06 | 45.00 | 55.00 | 30.72 | 69.28 | 45.76 | 54.24 |

Light industrial facilities usually employ fewer than 500 persons and have an emphasis on activities other than manufacturing. Nevertheless, the distinction between light industrial and manufacturing (ITE code 140) is sometimes vague. Typical light industrial activities include printing plants, material testing laboratories, assemblers of data processing equipment, and power stations. All of the facilities surveyed are freestanding and devoted to a single use.

# Light Industrial (ITE code 110)

## TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)

**Classification:** Light Industrial

**Period:** Total Daily Traffic

| Statistics | No. of Employees | Gross Building Area (KSF) | Acres |
|---|---|---|---|
| Weighted Average Trips | 8.046 | 11.744 | 37.313 |
| Mean Trip Rate | 7.646 | 21.615 | 38.017 |
| Standard Deviation | 2.532 | 19.861 | 6.565 |
| Linear Regression | | | |
| Coefficient | 9.322 | 5.047 | 35.607 |
| y Intercept | -55.491 | 199.586 | 16.007 |
| r Squared | 0.811 | 0.665 | 0.938 |
| Logarithmic Regression | | | |
| Coefficient | 1.035 | 1.015 | 1.132 |
| y Intercept | 64.160 | 178.220 | 87.895 |
| r Squared | 0.820 | 0.463 | 0.864 |
| **Trip Rates** | | | |
| G & F Pallets | 5.693 | 15.180 | 40.123 |
| H Master Halco-Fence | 9.014 | 7.427 | 35.952 |
| Angelus Blocks | 10.525 | 51.006 | 45.761 |
| Peterman Lumber | 5.353 | 12.848 | 30.231 |
| Mean Trip Rates | 7.646 | 21.615 | 38.017 |

## TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)

**Classification:** Light Industrial

**Period:** AM Peak Hour Street Total/AM Peak Hour Street Truck

| | AM PEAK HOUR STREET TOTAL | | | AM PEAK HOUR STREET TRUCK | | |
|---|---|---|---|---|---|---|
| Statistics | No. of Employees | Gross Building Area (KSF) | Acres | No. of Employees | Gross Building Area (KSF) | Acres |
| Weighted Average Trips | 0.466 | 0.679 | 2.159 | 0.184 | 0.268 | 0.853 |
| Mean Trip Rate | 0.451 | 1.222 | 2.369 | 0.193 | 0.642 | 0.998 |
| Standard Deviation | 0.178 | 0.805 | 1.133 | 0.116 | 0.660 | 0.537 |
| Linear Regression | | | | | | |
| Coefficient | 0.415 | 0.134 | 1.149 | 0.058 | -0.041 | 0.116 |
| y Intercept | 2.205 | 16.245 | 9.471 | 5.491 | 9.212 | 6.910 |
| r Squared | 0.564 | 0.166 | 0.343 | 0.058 | 0.080 | 0.019 |
| Logarithmic Regression | | | | | | |
| Coefficient | 1.032 | 1.011 | 1.100 | 1.017 | 0.998 | 1.048 |
| y Intercept | 4.162 | 12.004 | 6.714 | 2.961 | 6.624 | 4.037 |
| r Squared | 0.698 | 0.215 | 0.504 | 0.193 | 0.006 | 0.114 |
| Trip Rates | | | | | | |
| G & F Pallets | 0.313 | 0.833 | 2.203 | 0.125 | 0.333 | 0.881 |
| H Master Halco-Fence | 0.357 | 0.294 | 1.425 | 0.071 | 0.059 | 0.285 |
| Angelus Blocks | 0.425 | 2.060 | 1.848 | 0.325 | 1.575 | 1.413 |
| Peterman Lumber | 0.708 | 1.700 | 4.000 | 0.250 | 0.600 | 1.412 |
| Mean Trip Rates | 0.451 | 1.222 | 2.369 | 0.193 | 0.642 | 0.998 |

## TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)

**Classification:** Light Industrial

**Period:** PM Peak Hour Street Total/PM Peak Hour Street Truck

| | PM PEAK HOUR STREET TOTAL | | | PM PEAK HOUR STREET TRUCK | | |
|---|---|---|---|---|---|---|
| Statistics | No. of Employees | Gross Building Area (KSF) | Acres | No. of Employees | Gross Building Area (KSF) | Acres |
| Weighted Average Trips | 0.299 | 0.436 | 1.386 | 0.069 | 0.101 | 0.320 |
| Mean Trip Rate | 0.336 | 0.861 | 1.870 | 0.065 | 0.157 | 0.338 |
| Standard Deviation | 0.164 | 0.587 | 1.404 | 0.015 | 0.070 | 0.092 |
| Linear Regression | | | | | | |
| Coefficient | 0.264 | 0.193 | 1.036 | 0.093 | 0.056 | 0.329 |
| y Intercept | 1.505 | 7.240 | 3.282 | -1.026 | 1.323 | -0.090 |
| r Squared | 0.643 | 0.961 | 0.783 | 0.912 | 0.943 | 0.916 |
| Logarithmic Regression | | | | | | |
| Coefficient | 1.017 | 1.013 | 1.070 | 1.034 | 1.018 | 1.122 |
| y Intercept | 5.591 | 8.152 | 6.258 | 0.570 | 1.452 | 0.835 |
| r Squared | 0.649 | 0.950 | 0.798 | 0.994 | 0.760 | 0.921 |
| Trip Rates | | | | | | |
| G & F Pallets | 0.563 | 1.500 | 3.965 | 0.063 | 0.167 | 0.441 |
| H Master Halco-Fence | 0.343 | 0.282 | 1.368 | 0.086 | 0.071 | 0.342 |
| Angelus Blocks | 0.250 | 1.212 | 1.087 | 0.050 | 0.242 | 0.217 |
| Peterman Lumber | 0.188 | 0.450 | 1.059 | 0.063 | 0.150 | 0.353 |
| Mean Trip Rates | 0.336 | 0.861 | 1.870 | 0.065 | 0.157 | 0.338 |

## TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)

**Classification:** Light Industrial

**Period:** AM Peak Hour Site Total/AM Peak Hour Site Truck

| | AM PEAK HOUR SITE TOTAL | | | AM PEAK HOUR SITE TRUCK | | |
|---|---|---|---|---|---|---|
| Statistics | No. of Employees | Gross Building Area (KSF) | Acres | No. of Employees | Gross Building Area (KSF) | Acres |
| Weighted Average Trips | 0.787 | 1.149 | 3.651 | 0.224 | 0.327 | 1.039 |
| Mean Trip Rate | 0.757 | 1.928 | 3.902 | 0.301 | 1.004 | 1.724 |
| Standard Deviation | 0.160 | 1.165 | 0.974 | 0.210 | 0.885 | 1.408 |
| Linear Regression | | | | | | |
| Coefficient | 1.004 | 0.615 | 3.729 | -0.116 | -0.135 | -0.459 |
| y Intercept | -9.410 | 15.911 | -0.725 | 14.783 | 13.782 | 14.051 |
| r Squared | 0.883 | 0.928 | 0.965 | 0.165 | 0.632 | 0.206 |
| Logarithmic Regression | | | | | | |
| Coefficient | 1.032 | 1.017 | 1.119 | 0.975 | 0.977 | 0.905 |
| y Intercept | 7.306 | 17.503 | 9.947 | 22.606 | 15.086 | 19.323 |
| r Squared | 0.972 | 0.745 | 0.990 | 0.358 | 0.849 | 0.448 |
| Trip Rates | | | | | | |
| G & F Pallets | 0.750 | 2.000 | 5.286 | 0.500 | 1.333 | 3.524 |
| H Master Halco-Fence | 0.971 | 0.800 | 3.875 | 0.029 | 0.024 | 0.114 |
| Angelus Blocks | 0.725 | 3.513 | 3.152 | 0.425 | 2.060 | 1.848 |
| Peterman Lumber | 0.583 | 1.400 | 3.294 | 0.250 | 0.600 | 1.412 |
| Mean Trip Rates | 0.757 | 1.928 | 3.902 | 0.301 | 1.004 | 1.724 |

## TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)

**Classification:** Light Industrial

**Period:** PM Peak Hour Site Total/PM Peak Hour Site Truck

| | PM PEAK HOUR SITE TOTAL | | | PM PEAK HOUR SITE TRUCK | | |
|---|---|---|---|---|---|---|
| Statistics | No. of Employees | Gross Building Area (KSF) | Acres | No. of Employees | Gross Building Area (KSF) | Acres |
| Weighted Average Trips | 1.069 | 1.560 | 4.957 | 0.201 | 0.294 | 0.933 |
| Mean Trip Rate | 1.071 | 2.673 | 5.707 | 0.320 | 1.061 | 1.915 |
| Standard Deviation | 0.205 | 1.298 | 2.222 | 0.336 | 1.120 | 2.370 |
| Linear Regression | | | | | | |
| Coefficient | 1.224 | 0.742 | 4.345 | -0.199 | -0.124 | -0.563 |
| y Intercept | -6.744 | 24.373 | 5.749 | 17.400 | 12.438 | 14.032 |
| r Squared | 0.914 | 0.940 | 0.912 | 0.407 | 0.441 | 0.259 |
| Logarithmic Regression | | | | | | |
| Coefficient | 1.028 | 1.015 | 1.098 | 0.971 | 0.983 | 0.918 |
| y Intercept | 12.310 | 26.078 | 16.771 | 23.765 | 10.826 | 14.679 |
| r Squared | 0.986 | 0.798 | 0.920 | 0.525 | 0.476 | 0.351 |
| **Trip Rates** | | | | | | |
| G & F Pallets | 1.250 | 3.333 | 8.811 | 0.750 | 2.000 | 5.286 |
| H Master Halco-Fence | 1.229 | 1.012 | 4.900 | 0.043 | 0.035 | 0.171 |
| Angelus Blocks | 0.825 | 3.998 | 3.587 | 0.425 | 2.060 | 1.848 |
| Peterman Lumber | 0.979 | 2.350 | 5.529 | 0.063 | 0.150 | 0.353 |
| Mean Trip Rates | 1.071 | 2.673 | 5.707 | 0.320 | 1.061 | 1.915 |

## TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)

**Classification:** Light Industrial

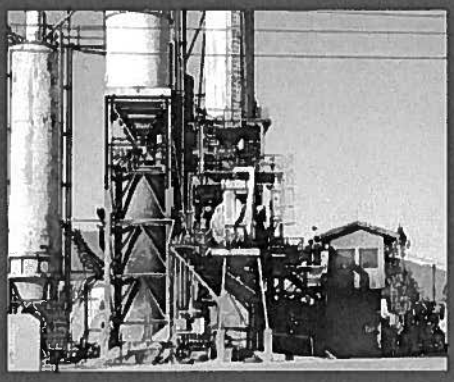
| Recommended Large Truck Mix (%) | | | | |
|---|---|---|---|---|
| **Lge 2 Ax** | **3 Axle** | **4+ Axle** | **Total** | |
| 32.7 | 17.9 | 49.4 | 100.0 | |
| **Pass Veh** | **Lge 2 Ax** | **3 Axle** | **4+ Axle** | **Total** |
| 78.6 | 8.0 | 3.9 | 9.5 | 100.0 |

| Site Entering & Exiting | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | a.m. | | | | p.m. | | | |
| | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** |
| Split | 64.96 | 35.04 | 41.03 | 58.97 | 43.01 | 56.99 | 42.86 | 57.14 |

| Street Entering & Exiting | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | a.m. | | | | p.m. | | | |
| | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** |
| Split | 60.49 | 39.51 | 37.50 | 62.50 | 29.17 | 70.83 | 66.67 | 33.33 |

Heavy industrial facilities usually have a high number of employees per industrial plant and could also be categorized as manufacturing facilities (ITE code 140). The distinction between heavy industrial and manufacturing is vague. However, heavy industrial uses are limited to the manufacturing of large items.

# Heavy Industrial (ITE code 120)



## TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)

**Classification:** Heavy Industrial

**Period:** Total Daily Traffic

| Statistics | No. of Employees | Gross Building Area (KSF) | Acres |
|---|---|---|---|
| **Weighted Average Trips** | **3.787** | **7.541** | **71.607** |
| Mean Trip Rate | 16.899 | n.a. | 95.274 |
| **Standard Deviation** | **20.058** | **n.a.** | **90.883** |
| Linear Regression | | | |
| **Coefficient** | **-1.301** | **-0.729** | **9.472** |
| y Intercept | 787.394 | 642.786 | 508.575 |
| **r Squared** | **0.250** | **0.024** | **0.023** |
| Logarithmic Regression | | | |
| **Coefficient** | **0.998** | **1.000** | **1.036** |
| y Intercept | 696.928 | 471.928 | 356.436 |
| **r Squared** | **0.278** | **0.000** | **0.097** |
| **Trip Rates** | | | |
| James Hardie | 2.966 | 3.274 | 36.687 |
| **Robertson Ready Mix** | **44.051** | **n.a.** | **229.064** |
| Forged Metals | 0.589 | 3.193 | 40.078 |
| **All State Recycling** | **19.993** | **7.850** | **75.266** |
| **Mean Trip Rates** | **16.899** | **n.a.** | **95.274** |

## TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)

**Classification:** Heavy Industrial

**Period:** AM Peak Hour Street Total/AM Peak Hour Street Truck

| Statistics | AM PEAK HOUR STREET TOTAL | | | AM PEAK HOUR STREET TRUCK | | |
|---|---|---|---|---|---|---|
| | No. of Employees | Gross Building Area (KSF) | Acres | No. of Employees | Gross Building Area (KSF) | Acres |
| Weighted Average Trips | 0.237 | 0.473 | 4.490 | 0.105 | 0.209 | 1.985 |
| Mean Trip Rate | 0.784 | n.a | 5.712 | 0.458 | n.a | 2.539 |
| Standard Deviation | 0.759 | n.a | 2.800 | 0.773 | n.a | 3.925 |
| Linear Regression | | | | | | |
| Coefficient | 0.032 | 0.065 | 1.189 | -0.051 | -0.033 | 0.424 |
| y Intercept | 31.805 | 31.668 | 27.022 | 24.156 | 18.826 | 12.779 |
| r Squared | 0.152 | 0.193 | 0.368 | 0.186 | 0.024 | 0.022 |
| Logarithmic Regression | | | | | | |
| Coefficient | 1.001 | 1.002 | 1.036 | 0.995 | 1.003 | 1.121 |
| y Intercept | 28.520 | 29.616 | 25.721 | 12.964 | 5.150 | 2.509 |
| r Squared | 0.197 | 0.151 | 0.295 | 0.171 | 0.019 | 0.188 |
| Trip Rates | | | | | | |
| James Hardie | 0.211 | 0.233 | 2.616 | 0.088 | 0.097 | 1.090 |
| Robertson Ready Mix | 1.692 | n.a. | 8.800 | 1.615 | n.a. | 8.400 |
| Forged Metals | 0.106 | 0.573 | 7.198 | 0.003 | 0.015 | 0.195 |
| All State Recycling | 1.125 | 0.442 | 4.235 | 0.125 | 0.049 | 0.471 |
| Mean Trip Rates | 0.784 | n.a. | 5.712 | 0.458 | n.a. | 2.539 |

## TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)

**Classification:** Heavy Industrial

**Period:** PM Peak Hour Street Total/PM Peak Hour Street Truck

| | PM PEAK HOUR STREET TOTAL | | | AM PEAK HOUR STREET TOTAL | | |
|---|---|---|---|---|---|---|
| Statistics | No. of Employees | Gross Building Area (KSF) | Acres | No. of Employees | Gross Building Area (KSF) | Acres |
| Weighted Average Trips | 0.158 | 0.315 | 2.993 | 0.058 | 0.116 | 1.100 |
| Mean Trip Rate | 0.444 | n.a. | 3.648 | 0.228 | n.a. | 1.720 |
| Standard Deviation | 0.380 | n.a. | 1.684 | 0.387 | n.a. | 1.943 |
| Linear Regression | | | | | | |
| Coefficient | 0.049 | 0.088 | 1.188 | -0.004 | -0.066 | -0.630 |
| y Intercept | 16.868 | 17.667 | 14.772 | 9.694 | 14.103 | 14.153 |
| r Squared | 0.565 | 0.543 | 0.573 | 0.006 | 0.388 | 0.206 |
| Logarithmic Regression | | | | | | |
| Coefficient | 1.002 | 1.004 | 1.051 | 1.002 | 0.992 | 0.929 |
| y Intercept | 15.595 | 17.015 | 14.907 | 3.581 | 8.521 | 8.677 |
| r Squared | 0.546 | 0.378 | 0.431 | 0.042 | 0.219 | 0.121 |
| Trip Rates | | | | | | |
| James Hardie | 0.159 | 0.175 | 1.962 | 0.009 | 0.010 | 0.109 |
| Robertson Ready Mix | 0.846 | n.a. | 4.400 | 0.808 | n.a. | 4.200 |
| Forged Metals | 0.083 | 0.449 | 5.642 | 0.034 | 0.186 | 2.335 |
| All State Recycling | 0.688 | 0.270 | 2.588 | 0.063 | 0.025 | 0.235 |
| Mean Trip Rates | 0.444 | n.a. | 3.648 | 0.228 | n.a. | 1.720 |

## TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)

**Classification:** Heavy Industrial

**Period:** AM Peak Hour Site Total/AM Peak Hour Site Truck

| | AM PEAK HOUR SITE TOTAL | | | AM PEAK HOUR SITE TRUCK | | |
|---|---|---|---|---|---|---|
| Statistics | No. of Employees | Gross Building Area (KSF) | Acres | No. of Employees | Gross Building Area (KSF) | Acres |
| Weighted Average Trips | 0.352 | 0.701 | 6.659 | 0.095 | 0.190 | 1.802 |
| Mean Trip Rate | 0.914 | n.a. | 8.392 | 0.379 | n.a. | 2.030 |
| Standard Deviation | 0.869 | n.a. | 5.686 | 0.430 | n.a. | 2.113 |
| Linear Regression | | | | | | |
| Coefficient | 0.177 | 0.215 | 2.025 | -0.028 | 0.052 | 1.210 |
| y Intercept | 27.122 | 37.807 | 37.922 | 19.127 | 10.687 | 4.844 |
| r Squared | 0.953 | 0.425 | 0.218 | 0.119 | 0.123 | 0.380 |
| Logarithmic Regression | | | | | | |
| Coefficient | 1.003 | 1.005 | 1.045 | n.a. | n.a. | n.a. |
| y Intercept | 28.109 | 33.507 | 33.519 | n.a. | n.a. | n.a. |
| r Squared | 0.900 | 0.489 | 0.254 | n.a. | n.a. | n.a. |
| Trip Rates | | | | | | |
| James Hardie | 0.326 | 0.360 | 4.033 | 0.119 | 0.131 | 1.471 |
| Robertson Ready Mix | 0.962 | n.a. | 5.000 | 0.962 | n.a. | 5.000 |
| Forged Metals | 0.243 | 1.317 | 16.537 | 0.000 | 0.000 | 0.000 |
| All State Recycling | 2.125 | 0.834 | 8.000 | 0.438 | 0.172 | 1.647 |
| Mean Trip Rates | 0.914 | n.a. | 8.392 | 0.379 | n.a. | 2.030 |

## TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)

**Classification:** Heavy Industrial

**Period:** PM Peak Hour Site Total/PM Peak Hour Site Truck

| | PM PEAK HOUR SITE TOTAL | | | PM PEAK HOUR SITE TRUCK | | |
|---|---|---|---|---|---|---|
| Statistics | No. of Employees | Gross Building Area (KSF) | Acres | No. of Employees | Gross Building Area (KSF) | Acres |
| Weighted Average Trips | 0.278 | 0.553 | 5.254 | 0.126 | 0.251 | 2.382 |
| Mean Trip Rate | 0.947 | n.a. | 6.894 | 0.526 | n.a. | 3.068 |
| Standard Deviation | 0.923 | n.a. | 2.943 | 0.608 | n.a. | 2.656 |
| Linear Regression | | | | | | |
| Coefficient | 0.059 | 0.090 | 1.028 | -0.032 | 0.000 | 0.571 |
| y Intercept | 33.809 | 35.972 | 34.585 | 24.436 | 19.494 | 14.826 |
| r Squared | 0.851 | 0.597 | 0.445 | 0.163 | 0.000 | 0.091 |
| Logarithmic Regression | | | | | | |
| Coefficient | 1.001 | 1.002 | 1.024 | 0.998 | 1.001 | 1.044 |
| y Intercept | 33.793 | 35.704 | 34.567 | 21.330 | 15.107 | 11.400 |
| r Squared | 0.859 | 0.576 | 0.431 | 0.161 | 0.014 | 0.172 |
| Trip Rates | | | | | | |
| James Hardie | 0.233 | 0.258 | 2.888 | 0.110 | 0.122 | 1.362 |
| Robertson Ready Mix | 1.346 | n.a. | 7.000 | 1.346 | n.a. | 7.000 |
| Forged Metals | 0.146 | 0.790 | 9.922 | 0.023 | 0.124 | 1.556 |
| All State Recycling | 2.063 | 0.810 | 7.765 | 0.625 | 0.245 | 2.353 |
| Mean Trip Rates | 0.947 | n.a. | 6.894 | 0.526 | n.a. | 3.068 |

## TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)

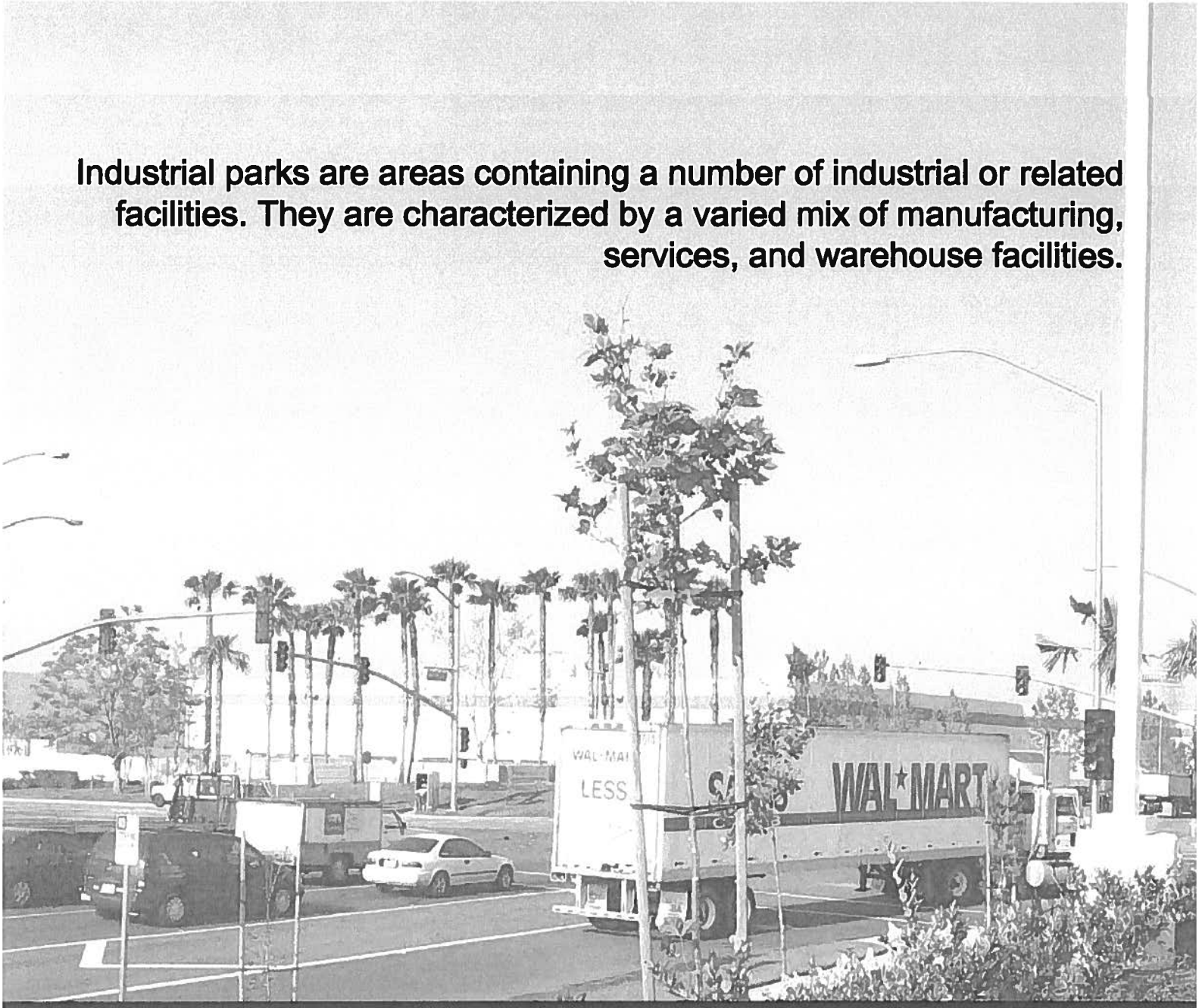
**Classification:** Heavy Industrial

| Recommended Large Truck Mix (%) | | | | |
|---|---|---|---|---|
| **Lge 2 Ax** | **3 Axle** | **4+ Axle** | **Total** | |
| 11.1 | 36.0 | 53.0 | 100.0 | |
| **Pass Veh** | **Lge 2 Ax** | **3 Axle** | **4+ Axle** | **Total** |
| 61.2 | 6.1 | 12.7 | 19.9 | 100.0 |

| Site Entering & Exiting | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | a.m. | | | | p.m. | | | |
| | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** |
| Split | 65.60 | 34.40 | 50.85 | 49.15 | 43.02 | 56.98 | 58.82 | 41.18 |

| Street Entering & Exiting | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | a.m. | | | | p.m. | | | |
| | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** |
| Split | 69.39 | 30.61 | 47.69 | 52.31 | 28.42 | 71.58 | 55.56 | 44.44 |

Industrial parks are areas containing a number of industrial or related facilities. They are characterized by a varied mix of manufacturing, services, and warehouse facilities.




# Industrial Park (ITE code 130)

## TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)

**Classification:** Industrial Park

**Period:** Total Daily Traffic

| Statistics | No. of Employees | Gross Building Area (KSF) | Acres |
|---|---|---|---|
| Weighted Average Trips | 2.485 | 1.236 | 24.805 |
| Mean Trip Rate | 3.465 | 2.691 | 48.392 |
| Standard Deviation | 2.328 | 2.834 | 46.320 |
| Linear Regression | | | |
| Coefficient | 1.638 | 0.480 | 9.381 |
| y Intercept | 156.726 | 281.071 | 285.841 |
| r Squared | 0.819 | 0.574 | 0.486 |
| Logarithmic Regression | | | |
| Coefficient | 1.004 | 1.001 | 1.026 |
| y Intercept | 188.297 | 260.728 | 260.033 |
| r Squared | 0.869 | 0.617 | 0.558 |
| **Trip Rates** | | | |
| Herman Engr & Man | 6.893 | 6.896 | 116.180 |
| Arrowhead | 2.203 | 1.717 | 39.456 |
| Schlosser Company | 1.848 | 1.424 | 22.828 |
| Excel Logistics | 2.915 | 0.729 | 15.104 |
| Mean Trip Rates | 3.465 | 2.691 | 48.392 |

## sTRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)

**Classification:** Industrial Park

**Period:** AM Peak Hour Street Total/AM Peak Hour Street Truck

| | AM PEAK HOUR STREET TOTAL | | | AM PEAK HOUR STREET TRUCK | | |
|---|---|---|---|---|---|---|
| Statistics | No. of Employees | Gross Building Area (KSF) | Acres | No. of Employees | Gross Building Area (KSF) | Acres |
| Weighted Average Trips | 0.191 | 0.095 | 1.902 | 0.078 | 0.039 | 0.782 |
| Mean Trip Rate | 0.301 | 0.259 | 4.658 | 0.075 | 0.060 | 1.190 |
| Standard Deviation | 0.293 | 0.322 | 5.354 | 0.056 | 0.053 | 1.142 |
| Linear Regression | | | | | | |
| Coefficient | 0.148 | 0.004 | -0.073 | 0.124 | 0.005 | -0.023 |
| y Intercept | 7.937 | 33.826 | 36.596 | -8.419 | 12.688 | 14.922 |
| r Squared | 0.514 | 0.003 | 0.002 | 0.537 | 0.007 | 0.000 |
| Logarithmic Regression | | | | | | |
| Coefficient | 1.004 | 1.000 | 0.999 | 1.009 | 1.001 | 1.012 |
| y Intercept | 15.894 | 29.562 | 31.435 | 1.631 | 6.024 | 6.638 |
| r Squared | 0.557 | 0.006 | 0.000 | 0.741 | 0.056 | 0.024 |
| Trip Rates | | | | | | |
| Herman Engr & Man | 0.733 | 0.734 | 12.360 | 0.100 | 0.100 | 1.685 |
| Arrowhead | 0.233 | 0.182 | 4.179 | 0.143 | 0.112 | 2.567 |
| Schlosser Company | 0.119 | 0.092 | 1.471 | 0.029 | 0.022 | 0.353 |
| Excel Logistics | 0.120 | 0.030 | 0.622 | 0.030 | 0.008 | 0.155 |
| Mean Trip Rates | 0.301 | 0.259 | 4.658 | 0.075 | 0.060 | 1.190 |

## TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)

**Classification:** Industrial Park

**Period:** PM Peak Hour Street Total/PM Peak Hour Street Truck

| | PM PEAK HOUR STREET TOTAL | | | PM PEAK HOUR STREET TRUCK | | |
|---|---|---|---|---|---|---|
| Statistics | No. of Employees | Gross Building Area (KSF) | Acres | No. of Employees | Gross Building Area (KSF) | Acres |
| Weighted Average Trips | 0.193 | 0.096 | 1.929 | 0.097 | 0.048 | 0.971 |
| Mean Trip Rate | 0.264 | 0.226 | 4.118 | 0.104 | 0.084 | 1.624 |
| Standard Deviation | 0.215 | 0.239 | 4.039 | 0.072 | 0.076 | 1.474 |
| Linear Regression | | | | | | |
| Coefficient | 0.196 | -0.002 | -0.189 | 0.139 | 0.006 | -0.007 |
| y Intercept | -0.449 | 36.323 | 39.259 | -7.783 | 15.596 | 18.122 |
| r Squared | 0.560 | 0.000 | 0.009 | 0.539 | 0.009 | 0.000 |
| Logarithmic Regression | | | | | | |
| Coefficient | 1.005 | 1.000 | 0.995 | 1.008 | 1.001 | 1.010 |
| y Intercept | 11.387 | 30.047 | 31.701 | 2.898 | 8.738 | 9.602 |
| r Squared | 0.607 | 0.003 | 0.012 | 0.702 | 0.059 | 0.023 |
| Trip Rates | | | | | | |
| Herman Engr & Man | 0.567 | 0.567 | 9.551 | 0.167 | 0.167 | 2.809 |
| Arrowhead | 0.263 | 0.205 | 4.716 | 0.167 | 0.130 | 2.985 |
| Schlosser Company | 0.143 | 0.110 | 1.765 | 0.038 | 0.029 | 0.471 |
| Excel Logistics | 0.085 | 0.021 | 0.440 | 0.045 | 0.011 | 0.233 |
| Mean Trip Rates | 0.264 | 0.226 | 4.118 | 0.104 | 0.084 | 1.624 |

## TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)

**Classification:** Industrial Park

**Period:** AM Peak Hour Site Total/AM Peak Hour Site Truck

| | AM PEAK HOUR SITE TOTAL | | | AM PEAK HOUR SITE TRUCK | | |
|---|---|---|---|---|---|---|
| Statistics | No. of Employees | Gross Building Area (KSF) | Acres | No. of Employees | Gross Building Area (KSF) | Acres |
| Weighted Average Trips | 0.265 | 0.132 | 2.644 | 0.053 | 0.026 | 0.526 |
| Mean Trip Rate | 0.406 | 0.351 | 6.321 | 0.131 | 0.125 | 2.197 |
| Standard Deviation | 0.384 | 0.422 | 7.023 | 0.205 | 0.208 | 3.468 |
| Linear Regression | | | | | | |
| Coefficient | 0.225 | -0.001 | -0.236 | 0.020 | -0.011 | -0.320 |
| y Intercept | 7.339 | 49.317 | 53.370 | 5.987 | 13.674 | 15.680 |
| r Squared | 0.509 | 0.000 | 0.010 | 0.043 | 0.094 | 0.191 |
| Logarithmic Regression | | | | | | |
| Coefficient | 1.004 | 1.000 | 0.995 | n.a. | n.a. | n.a. |
| y Intercept | 20.177 | 42.995 | 45.748 | n.a. | n.a. | n.a. |
| r Squared | 0.536 | 0.002 | 0.014 | n.a. | n.a. | n.a. |
| Trip Rates | | | | | | |
| Herman Engr & Man | 0.967 | 0.967 | 16.292 | 0.433 | 0.434 | 7.303 |
| Arrowhead | 0.340 | 0.265 | 6.090 | 0.080 | 0.062 | 1.433 |
| Schlosser Company | 0.176 | 0.136 | 2.176 | 0.000 | 0.000 | 0.000 |
| Excel Logistics | 0.140 | 0.035 | 0.725 | 0.010 | 0.003 | 0.052 |
| Mean Trip Rates | 0.406 | 0.351 | 6.321 | 0.131 | 0.125 | 2.197 |

## TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)

**Classification:** Industrial Park

**Period:** PM Peak Hour Site Total/PM Peak Hour Site Truck

| | PM PEAK HOUR SITE TOTAL | | | PM PEAK HOUR SITE TRUCK | | |
|---|---|---|---|---|---|---|
| Statistics | No. of Employees | Gross Building Area (KSF) | Acres | No. of Employees | Gross Building Area (KSF) | Acres |
| Weighted Average Trips | 0.382 | 0.190 | 3.818 | 0.120 | 0.060 | 1.201 |
| Mean Trip Rate | 0.441 | 0.349 | 6.429 | 0.143 | 0.117 | 2.212 |
| Standard Deviation | 0.193 | 0.265 | 4.559 | 0.105 | 0.116 | 2.084 |
| Linear Regression | | | | | | |
| Coefficient | 0.397 | 0.026 | 0.393 | 0.154 | 0.010 | 0.043 |
| y Intercept | -2.740 | 61.106 | 63.464 | -6.228 | 18.503 | 21.450 |
| r Squared | 0.816 | 0.028 | 0.014 | 0.523 | 0.018 | 0.001 |
| Logarithmic Regression | | | | | | |
| Coefficient | 1.007 | 1.001 | 1.017 | 1.006 | 1.001 | 1.011 |
| y Intercept | 16.146 | 41.914 | 41.775 | 4.869 | 11.470 | 12.702 |
| r Squared | 0.952 | 0.116 | 0.106 | 0.604 | 0.084 | 0.033 |
| Trip Rates | | | | | | |
| Herman Engr & Man | 0.700 | 0.700 | 11.798 | 0.267 | 0.267 | 4.494 |
| Arrowhead | 0.457 | 0.356 | 8.179 | 0.193 | 0.151 | 3.463 |
| Schlosser Company | 0.362 | 0.279 | 4.471 | 0.043 | 0.033 | 0.529 |
| Excel Logistics | 0.245 | 0.061 | 1.269 | 0.070 | 0.018 | 0.363 |
| Mean Trip Rates | 0.441 | 0.349 | 6.429 | 0.143 | 0.117 | 2.212 |

## TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)

**Classification:** Industrial Park

| Recommended Large Truck Mix ( %) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lge 2 Ax** | **3 Axle** | **4+ Axle** | **Total** | | | | | |
| 7.9 | 7.1 | 85.0 | 100.0 | | | | | |
| **Pass Veh** | **Lge 2 Ax** | **3 Axle** | **4+ Axle** | **Total** | | | | |
| 52.8 | 4.0 | 3.3 | 39.8 | 100.0 | | | | |
| Site Entering & Exiting | | | | | | | | |
| | a.m. | | | | p.m. | | | |
| | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** |
| Split | 68.88 | 31.12 | 58.97 | 41.03 | 43.11 | 56.89 | 51.69 | 48.31 |
| Street Entering & Exiting | | | | | | | | |
| | a.m. | | | | p.m. | | | |
| | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** |
| Split | 60.99 | 39.01 | 50.00 | 50.00 | 32.87 | 67.13 | 37.50 | 62.50 |

Facilities included in this category are primarily for the sale and leasing of new heavy duty commercial vehicles, 10,000 GVW, or greater. Typically, the facilities are located along major arterials in either commercial or industrial areas. The facilities can also include maintenance services, part sales, and used truck sales.

## Truck Sales and Leasing (not an ITE category)

**TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)**

**Classification:** Truck Sales and Leasing

**Period:** Total Daily Traffic

| Statistics | No. of Employees | Gross Building Area (KSF) | Acres |
|---|---|---|---|
| Weighted Average Trips | 10.380 | 23.517 | 129.691 |
| Mean Trip Rate | 11.626 | 30.031 | 116.763 |
| Standard Deviation | 2.624 | 14.272 | 32.265 |
| Linear Regression | | | |
| Coefficient | 10.161 | 14.874 | 136.639 |
| y Intercept | 14.571 | 253.696 | -36.982 |
| r Squared | 0.998 | 0.684 | 0.965 |
| Logarithmic Regression | | | |
| Coefficient | 1.035 | 1.049 | 1.590 |
| y Intercept | 44.902 | 105.898 | 36.432 |
| r Squared | 0.981 | 0.619 | 0.978 |
| **Trip Rates** | | | |
| Kenworth | 10.493 | 22.233 | 138.512 |
| Peterbuilt | 10.000 | 16.473 | 141.694 |
| Trans-West Truck Cntr. | 10.463 | 49.029 | 115.091 |
| Sam's Truck Sales, Inc. | 15.547 | 32.389 | 71.754 |
| Mean Trip Rates | 11.626 | 30.031 | 116.763 |

**Classification:** Truck Sales and Leasing

**Period:** AM Peak Hour Street Total/AM Peak Hour Street Truck

| | AM PEAK HOUR STREET TOTAL | | | AM PEAK HOUR STREET TRUCK | | |
|---|---|---|---|---|---|---|
| Statistics | No. of Employees | Gross Building Area (KSF) | Acres | No. of Employees | Gross Building Area (KSF) | Acres |
| Weighted Average Trips | 0.605 | 1.371 | 7.562 | 0.056 | 0.128 | 0.705 |
| Mean Trip Rate | 0.535 | 1.313 | 6.306 | 0.042 | 0.117 | 0.539 |
| Standard Deviation | 0.201 | 0.539 | 4.148 | 0.030 | 0.104 | 0.391 |
| Linear Regression | | | | | | |
| Coefficient | 0.638 | 1.208 | 7.765 | 0.063 | 0.091 | 0.839 |
| y Intercept | -2.148 | 4.795 | -1.080 | -0.410 | 1.077 | -0.717 |
| r Squared | 0.835 | 0.959 | 0.663 | 0.888 | 0.603 | 0.855 |
| Logarithmic Regression | | | | | | |
| Coefficient | 1.047 | 1.072 | 1.830 | n.a | n.a. | n.a |
| y Intercept | 0.927 | 2.490 | 0.764 | n.a. | n.a. | n.a |
| r Squared | 0.977 | 0.728 | 0.924 | n.a | n.a. | n.a |
| Trip Rates | | | | | | |
| Kenworth | 0.586 | 1.241 | 7.733 | 0.071 | 0.150 | 0.933 |
| Peterbuilt | 0.793 | 1.306 | 11.238 | 0.046 | 0.076 | 0.651 |
| Trans-West Truck Cntr. | 0.429 | 2.008 | 4.714 | 0.052 | 0.243 | 0.571 |
| Sam's Truck Sales, Inc. | 0.333 | 0.694 | 1.538 | 0.000 | 0.000 | 0.000 |
| Mean Trip Rate | 0.535 | 1.313 | 6.306 | 0.042 | 0.117 | 0.539 |

## TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)

**Classification:** Truck Sales and Leasing

**Period:** PM Peak Hour Street Total/PM Peak Hour Street Truck

| | PM PEAK HOUR STREET TOTAL | | | PM PEAK HOUR STREET TRUCK | | |
|---|---|---|---|---|---|---|
| Statistics | No. of Employees | Gross Building Area (KSF) | Acres | No. of Employees | Gross Building Area (KSF) | Acres |
| Weighted Average Trips | 0.556 | 1.261 | 6.952 | 0.098 | 0.221 | 1.221 |
| Mean Trip Rate | 0.660 | 1.575 | 6.506 | 0.234 | 0.531 | 1.628 |
| Standard Deviation | 0.253 | 0.511 | 2.470 | 0.290 | 0.581 | 1.019 |
| Linear Regression | | | | | | |
| Coefficient | 0.551 | 1.018 | 6.791 | 0.080 | 0.120 | 1.057 |
| y Intercept | 0.336 | 7.110 | 0.853 | 1.186 | 2.976 | 0.877 |
| r Squared | 0.869 | 0.948 | 0.705 | 0.703 | 0.508 | 0.658 |
| Logarithmic Regression | | | | | | |
| Coefficient | 1.032 | 1.051 | 1.524 | 1.017 | 1.024 | 1.247 |
| y Intercept | 2.806 | 5.446 | 2.492 | 1.819 | 2.700 | 1.672 |
| r Squared | 0.978 | 0.760 | 0.910 | 0.921 | 0.616 | 0.892 |
| Trip Rates | | | | | | |
| Kenworth | 0.535 | 1.134 | 7.067 | 0.121 | 0.257 | 1.600 |
| Peterbuilt | 0.690 | 1.136 | 9.772 | 0.069 | 0.114 | 0.977 |
| Trans-West Truck Cntr. | 0.416 | 1.947 | 4.571 | 0.078 | 0.365 | 0.857 |
| Sam's Truck Sales, Inc. | 1.000 | 2.083 | 4.615 | 0.667 | 1.389 | 3.077 |
| Mean Trip Rate | 0.660 | 1.575 | 6.506 | 0.234 | 0.531 | 1.628 |

## TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)

**Classification:** Truck Sales and Leasing

**Period:** AM Peak Hour Site Total/AM Peak Hour Site Truck

| | AM PEAK HOUR SITE TOTAL | | | AM PEAK HOUR SITE TRUCK | | |
|---|---|---|---|---|---|---|
| Statistics | No. of Employees | Gross Building Area (KSF) | Acres | No. of Employees | Gross Building Area (KSF) | Acres |
| Weighted Average Trips | 0.883 | 2.002 | 11.038 | 0.308 | 0.698 | 3.852 |
| Mean Trip Rate | 0.912 | 2.252 | 9.774 | 0.479 | 1.147 | 4.123 |
| Standard Deviation | 0.214 | 0.799 | 5.051 | 0.362 | 0.754 | 1.651 |
| Linear Regression | | | | | | |
| Coefficient | 0.871 | 1.597 | 10.795 | 0.252 | 0.458 | 3.155 |
| y Intercept | 0.836 | 11.883 | 1.296 | 3.754 | 7.061 | 3.708 |
| r Squared | 0.817 | 0.878 | 0.671 | 0.570 | 0.603 | 0.479 |
| Logarithmic Regression | | | | | | |
| Coefficient | 1.038 | 1.058 | 1.635 | 1.024 | 1.036 | 1.367 |
| y Intercept | 2.890 | 6.496 | 2.453 | 3.103 | 5.154 | 2.793 |
| r Squared | 0.961 | 0.708 | 0.913 | 0.841 | 0.628 | 0.800 |
| Trip Rates | | | | | | |
| Kenworth | 0.747 | 1.584 | 9.867 | 0.182 | 0.385 | 2.400 |
| Peterbuilt | 1.172 | 1.931 | 16.612 | 0.437 | 0.720 | 6.189 |
| Trans-West Truck Cntr. | 0.727 | 3.408 | 8.000 | 0.299 | 1.400 | 3.286 |
| Sam's Truck Sales, Inc. | 1.000 | 2.083 | 4.615 | 1.000 | 2.083 | 4.615 |
| Mean Trip Rate | 0.912 | 2.252 | 9.774 | 0.479 | 1.147 | 4.123 |

## TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)

**Classification:** Truck Sales and Leasing

**Period:** PM Peak Hour Site Total/PM Peak Hour Site Truck

| | PM PEAK HOUR SITE TOTAL | | | PM PEAK HOUR SITE TRUCK | | |
|---|---|---|---|---|---|---|
| Statistics | No. of Employees | Gross Building Area (KSF) | Acres | No. of Employees | Gross Building Area (KSF) | Acres |
| Weighted Average Trips | 0.823 | 1.865 | 10.287 | 0.297 | 0.673 | 3.711 |
| Mean Trip Rate | 1.671 | 3.841 | 12.608 | 0.627 | 1.379 | 4.704 |
| Standard Deviation | 1.779 | 3.557 | 5.509 | 0.702 | 1.405 | 2.682 |
| Linear Regression | | | | | | |
| Coefficient | 0.656 | 1.160 | 8.249 | 0.236 | 0.530 | 2.631 |
| y Intercept | 11.133 | 20.711 | 10.843 | 4.087 | 4.190 | 5.744 |
| r Squared | 0.881 | 0.881 | 0.745 | 0.529 | 0.858 | 0.354 |
| Logarithmic Regression | | | | | | |
| Coefficient | 1.019 | 1.031 | 1.285 | 1.018 | 1.034 | 1.246 |
| y Intercept | 12.591 | 18.519 | 11.783 | 4.732 | 5.839 | 4.823 |
| r Squared | 0.959 | 0.763 | 0.887 | 0.811 | 0.903 | 0.656 |
| Trip Rates | | | | | | |
| Kenworth | 0.697 | 1.477 | 9.200 | 0.222 | 0.471 | 2.933 |
| Peterbuilt | 0.954 | 1.572 | 13.518 | 0.437 | 0.720 | 6.189 |
| Trans-West Truck Cntr. | 0.701 | 3.286 | 7.714 | 0.182 | 0.852 | 2.000 |
| Sam's Truck Sales, Inc. | 4.333 | 9.028 | 20.000 | 1.667 | 3.472 | 7.692 |
| Mean Trip Rates | 1.671 | 3.841 | 12.608 | 0.627 | 1.379 | 4.704 |

## TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)

**Classification:** Truck Sales and Leasing

| | Recommended Large Truck Mix (%) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | **Lge 2 Ax** | **3 Axle** | **4+ Axle** | **Total** | | | | |
| | 42.8 | 33.0 | 24.2 | 100.0 | | | | |
| | **Pass Veh** | **Lge 2 Ax** | **3 Axle** | **4+ Axle** | **Total** | | | |
| | 72.7 | 11.7 | 9.0 | 6.6 | 100.0 | | | |
| | Site Entering & Exiting | | | | | | | |
| | | | **a.m.** | | | | **p.m.** | |
| | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** |
| Split | 40.90 | 59.10 | 48.94 | 51.06 | 51.70 | 48.30 | 55.14 | 44.86 |
| | Street Entering & Exiting | | | | | | | |
| | | | **a.m.** | | | | **p.m.** | |
| | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** |
| Split | 46.85 | 53.15 | 52.86 | 47.14 | 36.21 | 63.79 | 50.98 | 49.02 |

Facilities included in this category are primarily for the sale of used heavy duty commercial vehicles, 10,000 GVW, or greater. Typically, the facilities are located along major arterials in either commercial or industrial areas.

## Used Truck Sales (not an ITE category)

**TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)**

**Classification:** Used Truck Sales

**Period:** Total Daily Traffic

| Statistics | No. of Employees | Gross Building Area (KSF) | Acres |
|---|---|---|---|
| Weighted Average Trips | 20.874 | 20.039 | 67.996 |
| Mean Trip Rate | 24.702 | 24.242 | 55.201 |
| Standard Deviation | 31.090 | 12.604 | 20.243 |
| Linear Regression | | | |
| Coefficient | -5.828 | 20.671 | 94.942 |
| y Intercept | 707.592 | -17.428 | -219.206 |
| r Squared | 0.014 | 0.987 | 1.000 |
| Logarithmic Regression | | | |
| Coefficient | 1.009 | 1.033 | 1.159 |
| y Intercept | 265.680 | 137.430 | 102.271 |
| r Squared | 0.014 | 0.974 | 0.948 |
| **Trip Rates** | | | |
| Arrow | 13.640 | 42.625 | 35.074 |
| SelecTruck-Freightliner | 71.100 | 20.737 | 83.335 |
| TCI | 7.400 | 14.000 | 51.800 |
| TEC CAL | 6.666 | 19.606 | 50.596 |
| Mean Trip Rates | 24.702 | 24.242 | 55.201 |

## TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)

**Classification:** Used Truck Sales

**Period:** AM Peak Hour Street Total/AM Peak Hour Street Truck

| | AM PEAK HOUR STREET TOTAL | | | AM PEAK HOUR STREET TRUCK | | |
|---|---|---|---|---|---|---|
| Statistics | No. of Employees | Gross Building Area (KSF) | Acres | No. of Employees | Gross Building Area (KSF) | Acres |
| Weighted Average Trips | 1.179 | 1.132 | 3.841 | 0.358 | 0.344 | 1.168 |
| Mean Trip Rate | 1.383 | 1.661 | 3.609 | 0.386 | 0.247 | 0.863 |
| Standard Deviation | 1.400 | 0.984 | 0.803 | 0.595 | 0.168 | 0.649 |
| Linear Regression | | | | | | |
| Coefficient | -0.120 | 0.932 | 4.233 | -0.036 | 0.387 | 1.753 |
| y Intercept | 34.420 | 5.537 | -3.183 | 10.458 | -1.172 | -4.759 |
| r Squared | 0.003 | 1.000 | 0.991 | 0.002 | 1.000 | 0.987 |
| Logarithmic Regression | | | | | | |
| Coefficient | 1.013 | 1.027 | 1.124 | n.a. | n.a. | n.a. |
| y Intercept | 16.312 | 10.979 | 8.786 | n.a. | n.a. | n.a. |
| r Squared | 0.039 | 0.941 | 0.886 | n.a. | n.a. | n.a. |
| Trip Rates | | | | | | |
| Arrow | 1.000 | 3.125 | 2.571 | 0.000 | 0.000 | 0.000 |
| SelecTruck-Freightliner | 3.455 | 1.008 | 4.049 | 1.273 | 0.371 | 1.492 |
| TCI | 0.629 | 1.189 | 4.400 | 0.171 | 0.324 | 1.200 |
| TEC CAL | 0.450 | 1.324 | 3.416 | 0.100 | 0.294 | 0.759 |
| Mean Trip Rates | 1.383 | 1.661 | 3.609 | 0.386 | 0.247 | 0.863 |

## TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)

**Classification:** Used Truck Sales

**Period:** PM Peak Hour Street Total/PM Peak Hour Street Truck

| | PM PEAK HOUR STREET TOTAL | | | PM PEAK HOUR STREET TRUCK | | |
|---|---|---|---|---|---|---|
| Statistics | No. of Employees | Gross Building Area (KSF) | Acres | No. of Employees | Gross Building Area (KSF) | Acres |
| Weighted Average Trips | 1.481 | 1.422 | 4.825 | 0.226 | 0.217 | 0.738 |
| Mean Trip Rate | 1.677 | 1.945 | 4.614 | 0.235 | 0.171 | 0.650 |
| Standard Deviation | 1.685 | 0.833 | 1.857 | 0.322 | 0.230 | 0.854 |
| Linear Regression | | | | | | |
| Coefficient | 0.016 | 1.122 | 5.024 | 0.015 | 0.200 | 0.860 |
| y Intercept | 38.817 | 8.283 | -1.622 | 5.590 | 0.480 | -0.999 |
| r Squared | 0.000 | 0.988 | 0.952 | 0.001 | 0.785 | 0.697 |
| Logarithmic Regression | | | | | | |
| Coefficient | 1.022 | 1.028 | 1.125 | n.a. | n.a. | n.a. |
| y Intercept | 15.777 | 13.124 | 10.680 | n.a. | n.a. | n.a. |
| r Squared | 0.095 | 0.839 | 0.752 | n.a. | n.a. | n.a. |
| Trip Rates | | | | | | |
| Arrow | 1.000 | 3.125 | 2.571 | 0.000 | 0.000 | 0.000 |
| SelecTruck-Freightliner | 4.182 | 1.220 | 4.901 | 0.682 | 0.199 | 0.799 |
| TCI | 1.000 | 1.892 | 7.000 | 0.257 | 0.486 | 1.800 |
| TEC CAL | 0.525 | 1.544 | 3.985 | 0.000 | 0.000 | 0.000 |
| Mean Trip Rates | 1.677 | 1.945 | 4.614 | 0.235 | 0.171 | 0.650 |

## TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)

**Classification:** Used Truck Sales

**Period:** AM Peak Hour Site Total/PM Peak Hour Site Truck

| | AM PEAK HOUR SITE TOTAL | | | AM PEAK HOUR SITE TRUCK | | |
|---|---|---|---|---|---|---|
| Statistics | No. of Employees | Gross Building Area (KSF) | Acres | No. of Employees | Gross Building Area (KSF) | Acres |
| Weighted Average Trips | 1.764 | 1.694 | 5.747 | 0.594 | 0.571 | 1.936 |
| Mean Trip Rate | 2.309 | 3.572 | 6.047 | 0.829 | 1.171 | 1.858 |
| Standard Deviation | 1.931 | 3.875 | 1.194 | 0.829 | 1.552 | 1.155 |
| Linear Regression | | | | | | |
| Coefficient | -0.576 | 1.155 | 5.323 | -0.435 | 0.503 | 2.309 |
| y Intercept | 62.007 | 14.876 | 3.450 | 27.267 | 1.855 | -3.030 |
| r Squared | 0.044 | 0.968 | 0.987 | 0.120 | 0.884 | 0.893 |
| Logarithmic Regression | | | | | | |
| Coefficient | 0.990 | 1.020 | 1.097 | 0.939 | 1.032 | 1.150 |
| y Intercept | 49.852 | 22.051 | 18.125 | 43.553 | 3.472 | 2.633 |
| r Squared | 0.042 | 0.971 | 0.982 | 0.323 | 0.431 | 0.416 |
| Trip Rates | | | | | | |
| Arrow | 3.000 | 9.375 | 7.714 | 1.111 | 3.472 | 2.857 |
| SelecTruck-Freightliner | 4.727 | 1.379 | 5.541 | 1.864 | 0.544 | 2.184 |
| TCI | 0.857 | 1.622 | 6.000 | 0.314 | 0.595 | 2.200 |
| TEC CAL | 0.650 | 1.912 | 4.934 | 0.025 | 0.074 | 0.190 |
| Mean Trip Rates | 2.309 | 3.572 | 6.047 | 0.829 | 1.171 | 1.858 |

## TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)

**Classification:** Used Truck Sales

**Period:** PM Peak Hour Site Total/PM Peak Hour Site Truck

| Statistics | PM PEAK HOUR SITE TOTAL | | | PM PEAK HOUR SITE TRUCK | | |
|---|---|---|---|---|---|---|
| | No. of Employees | Gross Building Area (KSF) | Acres | No. of Employees | Gross Building Area (KSF) | Acres |
| Weighted Average Trips | 1.575 | 1.513 | 5.132 | 0.481 | 0.462 | 1.567 |
| Mean Trip Rate | 2.195 | 3.732 | 5.565 | 0.687 | 1.027 | 1.525 |
| Standard Deviation | 1.896 | 4.721 | 2.440 | 0.683 | 1.402 | 0.850 |
| Linear Regression | | | | | | |
| Coefficient | -0.753 | 0.973 | 4.617 | -0.369 | 0.396 | 1.847 |
| y Intercept | 61.705 | 14.899 | 4.193 | 22.534 | 1.812 | -2.272 |
| r Squared | 0.094 | 0.855 | 0.925 | 0.140 | 0.884 | 0.922 |
| Logarithmic Regression | | | | | | |
| Coefficient | 0.980 | 1.019 | 1.096 | 0.959 | 1.026 | 1.127 |
| y Intercept | 57.602 | 19.892 | 15.795 | 25.697 | 4.223 | 3.235 |
| r Squared | 0.146 | 0.660 | 0.762 | 0.329 | 0.681 | 0.715 |
| Trip Rates | | | | | | |
| Arrow | 3.444 | 10.764 | 8.857 | 1.000 | 3.125 | 2.571 |
| SelecTruck-Freightliner | 4.182 | 1.220 | 4.901 | 1.500 | 0.437 | 1.758 |
| TCI | 0.429 | 0.811 | 3.000 | 0.171 | 0.324 | 1.200 |
| TEC CAL | 0.725 | 2.132 | 5.503 | 0.075 | 0.221 | 0.569 |
| Mean Trip Rates | 2.195 | 3.732 | 5.565 | 0.687 | 1.027 | 1.525 |

## TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)

**Classification:** Used Truck Sales

| | Recommended Large Truck Mix ( %) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | **Lge 2 Ax** | **3 Axle** | **4+ Axle** | **Total** | | | | |
| | 26.3 | 42.9 | 30.8 | 100.0 | | | | |
| | **Pass Veh** | **Lge 2 Ax** | **3 Axle** | **4+ Axle** | **Total** | | | |
| | 73.7 | 4.9 | 12.1 | 9.2 | 100.0 | | | |
| | Site Entering & Exiting | | | | | | | |
| | **a.m.** | | | | **p.m.** | | | |
| | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** |
| Split | 47.59 | 52.41 | 39.68 | 60.32 | 53.29 | 46.71 | 49.02 | 50.98 |
| | Street Entering & Exiting | | | | | | | |
| | **a.m.** | | | | **p.m.** | | | |
| | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** |
| Split | 68.85 | 31.15 | 48.78 | 51.22 | 29.94 | 70.06 | 33.33 | 66.67 |

Truck terminals are facilities where goods are transferred between trucks, or trucks and railroads.

# Truck Terminal (ITE code 030)

## TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)

**Classification:** Truck Terminals

**Period:** Total Daily Traffic

| Statistics | No. of Employees | Gross Building Area (KSF) | Acres |
|---|---|---|---|
| Weighted Average Trips | 3.428 | 16.857 | 42.582 |
| Mean Trip Rate | 5.490 | 32.775 | 52.500 |
| Standard Deviation | 2.930 | 34.597 | 28.337 |
| Linear Regression | | | |
| Coefficient | 1.844 | 8.249 | 27.391 |
| y Intercept | 480.332 | 530.855 | 370.843 |
| r Squared | 0.928 | 0.776 | 0.831 |
| Logarithmic Regression | | | |
| Coefficient | 1.002 | 1.007 | 1.027 |
| y Intercept | 507.692 | 555.870 | 455.905 |
| r Squared | 0.728 | 0.512 | 0.653 |
| **Trip Rates** | | | |
| Arrow | 9.423 | 11.461 | 44.172 |
| SelecTruck-Freightliner | 5.444 | 24.102 | 94.556 |
| TCI | 4.711 | 83.905 | 36.663 |
| TEC CAL | 2.379 | 11.631 | 34.608 |
| Mean Trip Rates | 5.490 | 32.775 | 52.500 |

## TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)

**Classification:** Truck Terminals

**Period:** AM Peak Hour Street Total/PM Peak Hour Street Truck

| | AM PEAK HOUR STREET TOTAL | | | AM PEAK HOUR STREET TRUCK | | |
|---|---|---|---|---|---|---|
| Statistics | No. of Employees | Gross Building Area (KSF) | Acres | No. of Employees | Gross Building Area (KSF) | Acres |
| Weighted Average Trips | 0.104 | 0.511 | 1.290 | 0.047 | 0.231 | 0.584 |
| Mean Trip Rate | 0.222 | 1.314 | 2.033 | 0.101 | 0.542 | 0.940 |
| Standard Deviation | 0.156 | 1.516 | 1.510 | 0.074 | 0.556 | 0.763 |
| Linear Regression | | | | | | |
| Coefficient | 0.003 | -0.018 | 0.011 | 0.003 | 0.005 | 0.007 |
| y Intercept | 30.620 | 32.615 | 31.227 | 13.401 | 13.931 | 14.087 |
| r Squared | 0.006 | 0.010 | 0.000 | 0.024 | 0.003 | 0.001 |
| Logarithmic Regression | | | | | | |
| Coefficient | 1.000 | 1.000 | 1.004 | 1.000 | 1.001 | 1.004 |
| y Intercept | 26.759 | 29.118 | 26.724 | 11.714 | 12.427 | 11.971 |
| r Squared | 0.041 | 0.000 | 0.026 | 0.078 | 0.020 | 0.032 |
| Trip Rates | | | | | | |
| T N T Bestway | 0.417 | 0.507 | 1.953 | 0.194 | 0.236 | 0.911 |
| Overnite Transportation | 0.237 | 1.048 | 4.113 | 0.116 | 0.513 | 2.011 |
| USF Bestway | 0.198 | 3.524 | 1.540 | 0.075 | 1.333 | 0.583 |
| Roadway Express Inc. | 0.036 | 0.177 | 0.527 | 0.018 | 0.086 | 0.255 |
| Mean Trip Rates | 0.222 | 1.314 | 2.033 | 0.101 | 0.542 | 0.940 |

## TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)

**Classification:** Truck Terminals

**Period:** PM Peak Hour Street Total/PM Peak Hour Street Truck

| | PM PEAK HOUR STREET TOTAL | | | PM PEAK HOUR STREET TRUCK | | |
|---|---|---|---|---|---|---|
| Statistics | No. of Employees | Gross Building Area (KSF) | Acres | No. of Employees | Gross Building Area (KSF) | Acres |
| Weighted Average Trips | 0.122 | 0.600 | 1.516 | 0.062 | 0.304 | 0.768 |
| Mean Trip Rate | 0.269 | 1.550 | 2.095 | 0.142 | 0.756 | 1.004 |
| Standard Deviation | 0.241 | 1.960 | 0.881 | 0.151 | 0.963 | 0.490 |
| Linear Regression | | | | | | |
| Coefficient | 0.030 | 0.100 | 0.539 | 0.022 | 0.090 | 0.408 |
| y Intercept | 28.013 | 30.811 | 23.851 | 11.941 | 13.195 | 8.790 |
| r Squared | 0.542 | 0.260 | 0.726 | 0.637 | 0.428 | 0.853 |
| Logarithmic Regression | | | | | | |
| Coefficient | 1.001 | 1.003 | 1.015 | 1.001 | 1.004 | 1.022 |
| y Intercept | 27.150 | 29.520 | 24.203 | 11.951 | 12.871 | 9.925 |
| r Squared | 0.519 | 0.235 | 0.685 | 0.498 | 0.310 | 0.739 |
| Trip Rates | | | | | | |
| T N T Bestway | 0.611 | 0.743 | 2.865 | 0.361 | 0.439 | 1.693 |
| Overnite Transportation | 0.153 | 0.676 | 2.651 | 0.047 | 0.210 | 0.823 |
| USF Bestway | 0.251 | 4.476 | 1.956 | 0.123 | 2.190 | 0.957 |
| Roadway Express Inc. | 0.063 | 0.306 | 0.909 | 0.038 | 0.183 | 0.545 |
| Mean Trip Rates | 0.269 | 1.550 | 2.095 | 0.142 | 0.756 | 1.004 |

## TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)

**Classification:** Truck Terminals

**Period:** AM Peak Hour Site Total/AM Peak Hour Site Truck

| | AM PEAK HOUR SITE TOTAL | | | AM PEAK HOUR SITE TRUCK | | |
|---|---|---|---|---|---|---|
| Statistics | No. of Employees | Gross Building Area (KSF) | Acres | No. of Employees | Gross Building Area (KSF) | Acres |
| Weighted Average Trips | 0.157 | 0.770 | 1.946 | 0.059 | 0.288 | 0.727 |
| Mean Trip Rate | 0.293 | 1.776 | 2.714 | 0.156 | 0.977 | 1.243 |
| Standard Deviation | 0.183 | 2.027 | 1.692 | 0.136 | 1.333 | 0.812 |
| Linear Regression | | | | | | |
| Coefficient | 0.044 | 0.167 | 0.642 | -0.018 | -0.123 | -0.233 |
| y Intercept | 34.247 | 37.172 | 31.833 | 23.314 | 25.337 | 23.437 |
| r Squared | 0.550 | 0.337 | 0.481 | 0.318 | 0.598 | 0.208 |
| Logarithmic Regression | | | | | | |
| Coefficient | 1.001 | 1.004 | 1.016 | 0.998 | 0.991 | 0.979 |
| y Intercept | 30.970 | 33.976 | 29.010 | 23.595 | 26.045 | 25.025 |
| r Squared | 0.441 | 0.231 | 0.396 | 0.509 | 0.758 | 0.405 |
| Trip Rates | | | | | | |
| T N T Bestway | 0.528 | 0.642 | 2.474 | 0.333 | 0.405 | 1.563 |
| Overnite Transportation | 0.295 | 1.305 | 5.119 | 0.116 | 0.513 | 2.011 |
| USF Bestway | 0.267 | 4.762 | 2.081 | 0.166 | 2.952 | 1.290 |
| Roadway Express Inc. | 0.081 | 0.397 | 1.182 | 0.008 | 0.037 | 0.109 |
| Mean Trip Rates | 0.293 | 1.776 | 2.714 | 0.156 | 0.977 | 1.243 |

## TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)

**Classification:** Truck Terminals

**Period:** PM Peak Hour Site Total/PM Peak Hour Site Truck

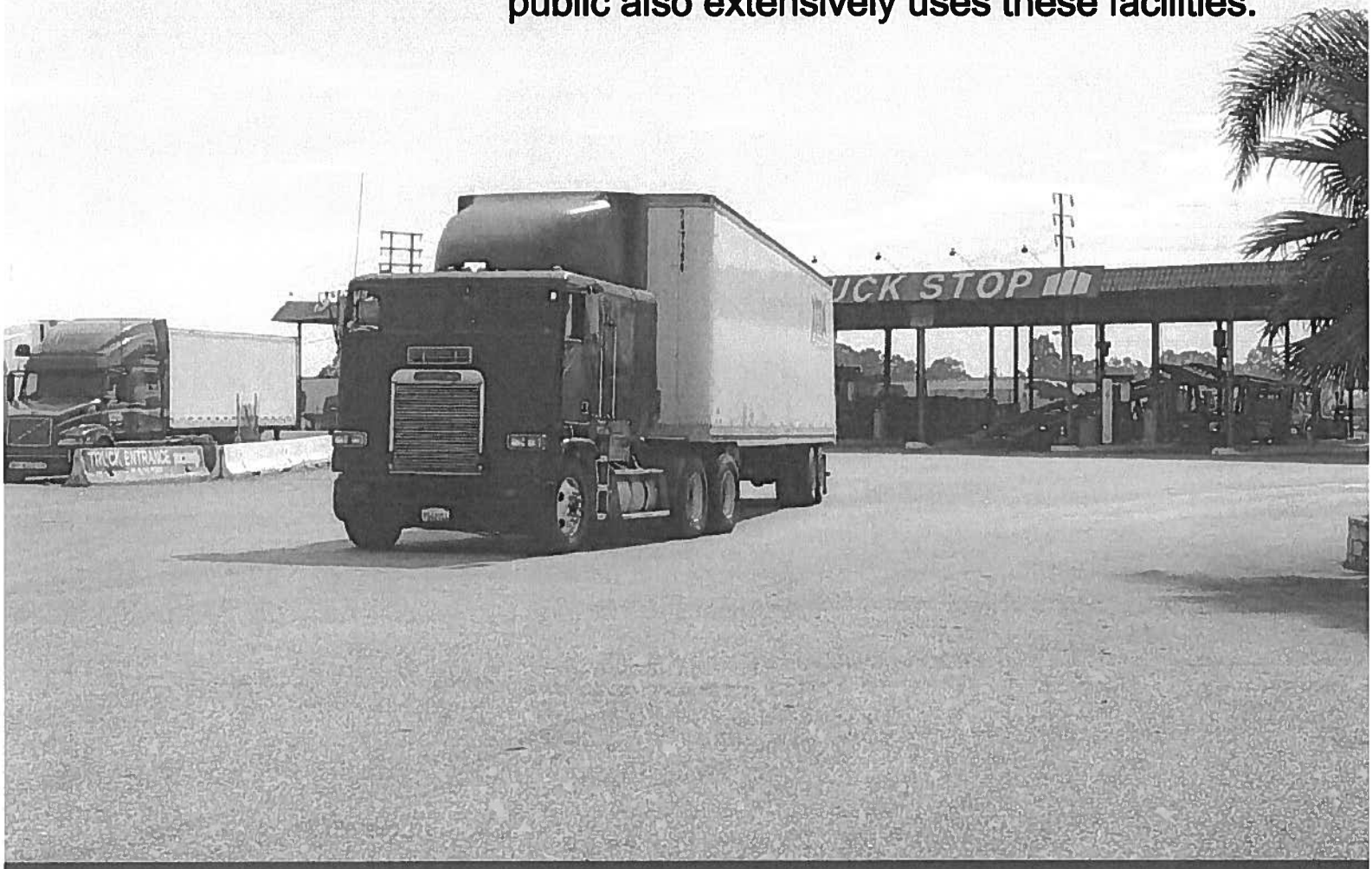
| | PM PEAK HOUR SITE TOTAL | | | PM PEAK HOUR SITE TRUCK | | |
|---|---|---|---|---|---|---|
| Statistics | No. of Employees | Gross Building Area (KSF) | Acres | No. of Employees | Gross Building Area (KSF) | Acres |
| Weighted Average Trips | 0.176 | 0.864 | 2.181 | 0.091 | 0.446 | 1.126 |
| Mean Trip Rate | 0.335 | 2.310 | 2.891 | 0.194 | 1.269 | 1.697 |
| Standard Deviation | 0.222 | 3.107 | 1.276 | 0.135 | 1.650 | 1.047 |
| Linear Regression | | | | | | |
| Coefficient | 0.043 | 0.125 | 0.786 | 0.002 | -0.033 | 0.063 |
| y Intercept | 40.073 | 45.548 | 34.058 | 26.907 | 29.562 | 25.968 |
| r Squared | 0.388 | 0.134 | 0.516 | 0.003 | 0.042 | 0.015 |
| Logarithmic Regression | | | | | | |
| Coefficient | 1.001 | 1.003 | 1.018 | 1.000 | 1.000 | 1.005 |
| y Intercept | 35.506 | 40.255 | 31.450 | 23.461 | 26.204 | 22.491 |
| r Squared | 0.378 | 0.132 | 0.461 | 0.035 | 0.005 | 0.050 |
| Trip Rates | | | | | | |
| T N T Bestway | 0.611 | 0.743 | 2.865 | 0.361 | 0.439 | 1.693 |
| Overnite Transportation | 0.253 | 1.118 | 4.388 | 0.174 | 0.769 | 3.016 |
| USF Bestway | 0.390 | 6.952 | 3.038 | 0.209 | 3.714 | 1.623 |
| Roadway Express Inc. | 0.088 | 0.428 | 1.273 | 0.031 | 0.153 | 0.455 |
| Mean Trip Rates | 0.335 | 2.310 | 2.891 | 0.194 | 1.269 | 1.697 |

## TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)

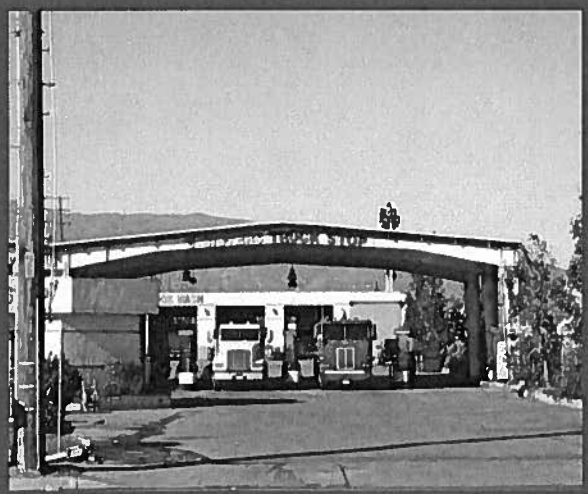
**Classification:** Truck Terminals

| Recommended Large Truck Mix (%) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lge 2 Ax** | **3 Axle** | **4+ Axle** | **Total** | | | | | |
| 11.9 | 24.4 | 63.7 | 100.0 | | | | | |
| **Pass Veh** | **Lge 2 Ax** | **3 Axle** | **4+ Axle** | **Total** | | | | |
| 46.0 | 6.1 | 13.9 | 34.0 | 100.0 | | | | |
| Site Entering & Exiting | | | | | | | | |
| | a.m. | | | | p.m. | | | |
| | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** |
| Split | 51.27 | 48.73 | 49.23 | 50.77 | 46.36 | 53.64 | 66.39 | 33.61 |
| Street Entering & Exiting | | | | | | | | |
| | a.m. | | | | p.m. | | | |
| | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** |
| Split | 52.86 | 47.14 | 43.75 | 56.25 | 60.80 | 39.20 | 66.30 | 33.70 |

The primary function of a truck stop is to provide fueling for truckers. Ancillary services include maintenance services, restaurants, and the sale of sundries. The general motoring public also extensively uses these facilities.




## Truck Stops (not an ITE category)



## TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)

**Classification:** Truck Stops

**Period:** Total Daily Traffic

| Statistics | TOTAL DAILY TRAFFIC No. of Fueling Positions | TOTAL DAILY TRAFFIC Acres |
|---|---|---|
| Weighted Average Trips | 34.565 | 319.730 |
| Mean Trip Rate | 63.946 | 359.657 |
| Standard Deviation | 39.016 | 219.535 |
| Linear Regression | | |
| Coefficient | n.a. | n.a. |
| y Intercept | n.a. | n.a. |
| r Squared | n.a. | n.a. |
| Logarithmic Regression | | |
| Coefficient | n.a. | n.a. |
| y Intercept | n.a. | n.a. |
| r Squared | n.a. | n.a. |
| **Trip Rates** | | |
| 3 Sisters Truck Stop | 79.400 | 272.380 |
| A-Z Fuel Stop | 48.490 | 446.930 |
| Pilot Truck Stop | 0.000 | 0.000 |
| T/A Truck Stop | 0.000 | 0.000 |
| Mean Trip Rates | 63.946 | 359.657 |

## TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)

**Classification:** Truck Stops

**Period:** AM Peak Hour Site Total/PM Peak Hour Site Truck

| | AM PEAK HOUR STREET TOTAL | | AM PEAK HOUR STREET TRUCK | |
|---|---|---|---|---|
| Statistics | No. of Fueling Positions | Acres | No. of Fueling Positions | Acres |
| Weighted Average Trips | 2.257 | 20.875 | 1.189 | 11.000 |
| Mean Trip Rate | 2.088 | 32.149 | 1.675 | 16.700 |
| Standard Deviation | 2.441 | 15.144 | 2.311 | 0.155 |
| Linear Regression | | | | |
| Coefficient | n.a. | n.a. | n.a. | n.a. |
| y Intercept | n.a. | n.a. | n.a. | n.a. |
| r Squared | n.a. | n.a. | n.a. | n.a. |
| Logarithmic Regression | | | | |
| Coefficient | n.a. | n.a. | n.a. | n.a. |
| y Intercept | n.a. | n.a. | n.a. | n.a. |
| r Squared | n.a. | n.a. | n.a. | n.a. |
| Trip Rates | | | | |
| 3 Sisters Truck Stop | 3.700 | 21.441 | 4.900 | 16.810 |
| A-Z Fuel Stop | 4.650 | 42.857 | 1.800 | 16.590 |
| Pilot Truck Stop | 0.000 | n.a. | 0.000 | n.a. |
| T/A Truck Stop | 0.000 | n.a. | 0.000 | n.a. |
| Mean Trip Rates | 2.088 | 32.149 | 1.675 | 16.700 |

## TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)

**Classification:** Truck Stops

**Period:** PM Peak Hour Street Total/PM Peak Hour Street Truck

| | PM PEAK HOUR STREET TOTAL | | PM PEAK HOUR STREET TRUCK | |
|---|---|---|---|---|
| Statistics | No. of Fueling Positions | Acres | No. of Fueling Positions | Acres |
| Weighted Average Trips | 8.216 | 76.000 | 4.811 | 44.500 |
| Mean Trip Rate | 8.548 | 32.149 | 5.371 | 16.700 |
| Standard Deviation | 4.535 | 15.144 | 2.760 | 0.155 |
| Linear Regression | | | | |
| Coefficient | -16.176 | n.a. | -6.412 | n.a. |
| y Intercept | 451.265 | n.a. | 207.618 | n.a. |
| r Squared | 0.297 | n.a. | 0.085 | n.a. |
| Logarithmic Regression | | | | |
| Coefficient | 0.885 | n.a. | 0.897 | n.a. |
| y Intercept | 1339.042 | n.a. | 575.237 | n.a. |
| r Squared | 0.365 | n.a. | 0.170 | n.a. |
| **Trip Rates** | | | | |
| 3 Sisters Truck Stop | 4.600 | 21.441 | 4.900 | 16.810 |
| A-Z Fuel Stop | 4.650 | 42.857 | 1.800 | 16.590 |
| Pilot Truck Stop | 12.733 | n.a. | 6.467 | n.a. |
| T/A Truck Stop | 12.211 | n.a. | 8.316 | n.a. |
| Mean Trip Rates | 8.548 | 32.149 | 5.371 | 16.700 |

## TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)

**Classification:** Truck Stops

**Period:** AM Peak Hour Site Total/AM Peak Hour Site Truck

| | AM PEAK HOUR SITE TOTAL | | AM PEAK HOUR SITE TRUCK | |
|---|---|---|---|---|
| Statistics | No. of Fueling Positions | Acres | No. of Fueling Positions | Acres |
| Weighted Average Trips | 2.324 | 21.500 | 1.878 | 17.375 |
| Mean Trip Rate | 2.150 | 21.550 | 1.738 | 17.852 |
| Standard Deviation | 2.949 | 0.154 | 2.319 | 1.474 |
| Linear Regression | | | | |
| Coefficient | n.a. | n.a. | n.a | n.a. |
| y Intercept | n.a. | n.a. | n.a | n.a. |
| r Squared | n.a. | n.a. | n.a | n.a. |
| Logarithmic Regression | | | | |
| Coefficient | n.a. | n.a. | n.a | n.a. |
| y Intercept | n.a. | n.a. | n.a | n.a. |
| r Squared | n.a. | n.a. | n.a | n.a. |
| Trip Rates | | | | |
| 3 Sisters Truck Stop | 6.250 | 21.441 | 4.900 | 16.810 |
| A-Z Fuel Stop | 2.350 | 21.659 | 2.050 | 18.894 |
| Pilot Truck Stop | 0.000 | n.a. | 0.000 | n.a. |
| T/A Truck Stop | 0.000 | n.a. | 0.000 | n.a. |
| Mean Trip Rates | 2.150 | 21.550 | 1.738 | 17.852 |

## TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)

**Classification:** Truck Stops

**Period:** PM Peak Hour Site Total/PM Peak Hour Site Truck

| | PM PEAK HOUR SITE TOTAL | | PM PEAK HOUR SITE TRUCK | |
|---|---|---|---|---|
| Statistics | No. of Fueling Positions | Acres | No. of Fueling Positions | Acres |
| Weighted Average Trips | 9.500 | 87.875 | 5.000 | 46.250 |
| Mean Trip Rate | 9.907 | 28.693 | 5.288 | 15.317 |
| Standard Deviation | 6.281 | 10.256 | 3.360 | 2.111 |
| Linear Regression | | | | |
| Coefficient | -20.735 | n.a. | -0.529 | n.a. |
| y Intercept | 559.353 | n.a. | 102.294 | n.a. |
| r Squared | 0.222 | n.a. | 0.000 | n.a. |
| Logarithmic Regression | | | | |
| Coefficient | 0.860 | n.a. | 0.950 | n.a. |
| y Intercept | 2476.988 | n.a. | 197.298 | n.a. |
| r Squared | 0.319 | n.a. | 0.027 | n.a. |
| Trip Rates | | | | |
| 3 Sisters Truck Stop | 5.100 | 21.441 | 4.900 | 16.810 |
| A-Z Fuel Stop | 3.900 | 35.945 | 1.500 | 13.825 |
| Pilot Truck Stop | 14.733 | n.a. | 5.067 | n.a. |
| T/A Truck Stop | 15.895 | n.a. | 9.684 | n.a. |
| Mean Trip Rates | 9.907 | 28.693 | 5.288 | 15.317 |

## TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)

**Classification:** Truck Stops

| Recommended Large Truck Mix ( %) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lge 2 Ax** | **3 Axle** | **4+ Axle** | **Total** | | | | | |
| 4.9 | 16.2 | 78.9 | 100.0 | | | | | |
| **Pass Veh** | **Lge 2 Ax** | **3 Axle** | **4+ Axle** | **Total** | | | | |
| 44.1 | 2.2 | 9.0 | 44.6 | 100.0 | | | | |
| Site Entering & Exiting | | | | | | | | |
| | a.m. | | | | p.m. | | | |
| | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** |
| Split | 52.33 | 47.67 | 53.96 | 46.04 | 50.92 | 49.08 | 54.86 | 45.14 |
| Street Entering & Exiting | | | | | | | | |
| | a.m. | | | | p.m. | | | |
| | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** | **Total Enter** | **Total Exit** | **Large Truck Enter** | **Large Truck Exit** |
| Split | 46.11 | 53.89 | 45.45 | 54.55 | 50.00 | 50.00 | 53.09 | 46.91 |

# APPENDICES

A. Surveyed Site List
B. Analysis of 24-hour Driveway Counts
C. Peak Arterial Locations

## APPENDIX A – SURVEYED SITE LIST

| Land Uses | Name of Site | ID. No | Location of Site | Peak Hour AM | Peak Hour PM | No. of Employees | Gross Area |
|---|---|---|---|---|---|---|---|
| Warehouse, Light (< 100TSF) | JR Distribution | 3 | 10850 Business | 6:45-7:45 | 16:30-17:30 | 20 | 257,810 |
| | Medline Industries | 22 | 14650 Meyer Canyon | 6:15-7:15 | 13:45-14:45 | 120 | 221,000 |
| | Kumo Tires | 23 | 14605 Miller Ave. | 7:15-8:15 | 17:15-18:15 | 82 | 286,353 |
| | Barth & Dryfuss | 24 | 1150 S. Etiwanda | 6:45-7:45 | 15:45-16:45 | 225 | 235,000 |
| Warehouse, Heavy (>100TSF) | Target | 4 | 14750 Miller Ave. | 5:00-6:00 | 15:45-16:45 | 1,100 | 1,400,000 |
| | Thrifty/Big 5 | 5 | 7351 McGuire | 4:00-5:00 | 13:15-14:15 | 200 | 400,000 |
| | TAB | 6 | 13050 Marlay Ave | 6:00-7:00 | 14:45-15:45 | 160 | 285,000 |
| | Sportsmart | 25 | 12925 Marlay Ave | 5:15-6:15 | 14:30-15:30 | 280 | 199,580 |
| Industrial, Light | G & F Pallets | 26 | 10407 Elm Ave. | 7:15-8:15 | 13:15-14:15 | 16 | 6,000 |
| | H Master Halco-Fence | 27 | 9121 Cherry Ave. | 5:00-6:00 | 13:15-14:15 | 70 | 84,960 |
| | Angelus Blocks | 28 | 14515 Whittram Ave | 8:00-9:00 | 13:15-14:15 | 40 | 8,254 |
| | Peterman Lumber | 38 | 10330 Elm Ave | 6:45-7:45 | 14:00-15:00 | 48 | 20,000 |
| Industrial, Heavy | James Hardie | 13 | 10573 Beech | 7:15-8:15 | 13:45-14:45 | 227 | 205,633 |
| | Robertson Ready Mix | 15 | 13792 Slover Ave. | 7:00-8:00 | 16:45-17:45 | 26 | 120 |
| | Forged Metals | 29 | 10901 Elm Avenue | 3:00-4:00 | 13:45-14:45 | 350 | 64,520 |
| | All State Recycling | 39 | 8889 Etiwanda | 10:15-11:15 | 12:45-13:45 | 16 | 40,750 |
| Industrial Park | Herman Engr &Manufc | 18 | 8827 Rochester | 10:00-11:00 | 16:45-17:45 | 30 | 29,987 |
| | Arrowhead | 31 | 5772 Jurupa /Etiwanda | 4:15-5:15 | 13:15-14:15 | 300 | 385,000 |
| | Schlosser Company | 32 | 11711 Arrow | 4:00-5:00 | 15:15-16:15 | 210 | 272,500 |
| | Excel Logistics | 40 | 101 Napa-off | 3:15-4:15 | 11:45-12:45 | 200 | 800,000 |
| Truck Sales and Leasing | Kenworth | 19 | 9730 Cherry Ave. | 7:30-8:30 | 16:45-17:45 | 99 | 46,725 |
| | Peterbuilt | 20 | 14490 Slover Ave | 11:00-12:00 | 13:30-14:30 | 87 | 52,813 |
| | Trans-West Truck Cntr. | 21 | 10150 Cherry Ave. | 9:30-10:30 | 13:15-14:15 | 77 | 16,432 |
| | Sam's Truck Sales, Inc | 43 | 15083 Valley Blvd | 7:45-8:45 | 16:00-17:00 | 3 | 1,440 |
| Used Truck Sales | Arrow | 33 | 10175 Cherry Ave | 10:30-11:30 | 14:00-15:00 | 9 | 2,880 |
| | SelecTruck-Freightliner | 34 | 13750 Valley Blvd | 11:15-12:15 | 16:45-17:45 | 22 | 75,432 |
| | TCI | 35 | Cherry/Merill | 10:45-11:45 | 16:45-17:45 | 35 | 18,500 |
| | TEC CAL | 41 | 14085 Valley | 7:45-8:45 | 12:45-13:45 | 40 | 13,600 |
| Truck Terminals | T N T Bestway | 46 | 10691 Poplar | 10:15-11:15 | 16:45-17:45 | 36 | 29,600 |
| | Overnite Transportation | 36 | 9880 Banana Ave. | 10:45-11:45 | 18:30-19:30 | 190 | 42,920 |
| | USF Bestway | 37 | 10661 Etiwanda Ave. | 9:30-10:30 | 19:45-20:45 | 187 | 10,500 |
| | Roadway Express Inc. | 47 | 18298 Slover Ave. | 6:15-7:15 | 14:30-15:30 | 800 | 163,650 |
| Truck Stops | 3 Sisters Truck Stop | 44 | 14416 Slover | 9:30-10:30 | 12:15-13:15 | 22 | 14800 |
| | A-Z Fuel Stop | 45 | 14529 SanBerdo | 7:00-8:00 | 15:45-16:45 | 6 | 4000 |

Complete to page 35.

## APPENDIX B – ANALYSIS OF 24 HOUR DRIVEWAY COUNTS (comparison of manual counts to ATC data)

| Site # Site Name | A Manual Count | B Tube Count | C Col. A/Col. B |
|---|---|---|---|
| 6 Marley | 593.00 | 1406.00 | .42 |
| 20 Peterbilt | 870.00 | 2135.00 | .41 |
| 23 Kumo | 292.00 | 818.00 | .36 |
| 28 Angeles | 421.00 | 1164.00 | .36 |
| 29 Forged Metals | 206.00 | 1042.00 | .20 |
| 35 TCI | 583.00 | 810.00 | .72 |
| 37 Bestway | 881.00 | 1782.00 | .49 |
| 44 3 Sisters | 1588.00 | 2861.00 | .56 |
| Sum | 534.00 | 12018.00 | .45 |
| Mean Col. C | | | .44 |
| Standard Deviation Col C. | | | .15 |

File Name: C:\Program Files\JAMAR\TraxPro\Data Files\FOFHCICH.twf
Start Date: 8/5/2002
Start Time: 12:00:00 PM
Site Code: 000043101334
CITY OF FONTANA
FOOTHILL BOULEVARD
B/CITRUS AVENUE & CHERRY AVENUE
24 HR DIRECTIONAL CLASSIFICATION COUNT

| Date | Time | Bikes | Cars & Trlrs | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >5 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axl Multi |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8/5/2002 | 12:00:00 PM | 0 | 703 | 124 | 3 | 20 | 4 | 0 | 7 | 2 | 0 | 1 | 0 | 0 |
| 8/5/2002 | 1:00:00 PM | 2 | 847 | 158 | 4 | 29 | 6 | 0 | 12 | 3 | 1 | 2 | 0 | 0 |
| 8/5/2002 | 2:00:00 PM | 2 | 987 | 206 | 9 | 24 | 4 | 0 | 15 | 5 | 1 | 0 | 0 | 1 |
| 8/5/2002 | 3:00:00 PM | 5 | 1219 | 190 | 4 | 25 | 5 | 0 | 11 | 5 | 0 | 2 | 1 | 1 |
| 8/5/2002 | 4:00:00 PM | 3 | 1033 | 167 | 4 | 19 | 3 | 0 | 15 | 2 | 1 | 0 | 1 | 0 |
| 8/5/2002 | 5:00:00 PM | 3 | 1195 | 190 | 7 | 26 | 2 | 0 | 12 | 3 | 0 | 0 | 0 | 1 |
| 8/5/2002 | 6:00:00 PM | 5 | 898 | 169 | 3 | 25 | 1 | 0 | 4 | 4 | 0 | 0 | 0 | 0 |
| 8/5/2002 | 7:00:00 PM | 4 | 723 | 119 | 2 | 7 | 3 | 0 | 5 | 2 | 0 | 0 | 0 | 0 |
| 8/5/2002 | 8:00:00 PM | 3 | 526 | 76 | 2 | 3 | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 0 |
| 8/5/2002 | 9:00:00 PM | 3 | 461 | 73 | 1 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8/5/2002 | 10:00:00 PM | 2 | 384 | 52 | 1 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 8/5/2002 | 11:00:00 PM | 0 | 278 | 36 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 8/6/2002 | 12:00:00 AM | 0 | 222 | 30 | 1 | 3 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 |
| 8/6/2002 | 1:00:00 AM | 0 | 126 | 23 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 8/6/2002 | 2:00:00 AM | 0 | 85 | 15 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 8/6/2002 | 3:00:00 AM | 0 | 96 | 11 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8/6/2002 | 4:00:00 AM | 1 | 103 | 18 | 3 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 8/6/2002 | 5:00:00 AM | 0 | 167 | 25 | 1 | 4 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| 8/6/2002 | 6:00:00 AM | 3 | 360 | 64 | 5 | 10 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 |
| 8/6/2002 | 7:00:00 AM | 4 | 552 | 97 | 7 | 21 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 |
| 8/6/2002 | 8:00:00 AM | 1 | 493 | 102 | 0 | 15 | 4 | 1 | 7 | 4 | 0 | 0 | 0 | 0 |
| 8/6/2002 | 9:00:00 AM | 2 | 506 | 101 | 4 | 22 | 3 | 0 | 5 | 6 | 1 | 0 | 0 | 0 |
| 8/6/2002 | 10:00:00 AM | 0 | 565 | 92 | 8 | 16 | 5 | 0 | 8 | 2 | 0 | 0 | 0 | 1 |
| 8/6/2002 | 11:00:00 AM | 0 | 702 | 137 | 5 | 23 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 |

File Name: C:\Program Files\JAMAR\TraxPro\Data Files\FOFHCICH.twf
Start Date: 8/5/2002
Start Time: 12:00:00 PM
Site Code: 000043101334
CITY OF FONTANA
FOOTHILL BOULEVARD
B/CITRUS AVENUE & CHERRY AVENUE
24 HR DIRECTIONAL CLASSIFICATION COUNT

| Date | Time | Bikes | Cars & Trlrs | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >5 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axl Multi |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8/5/2002 | 12:00:00 PM | 5 | 642 | 179 | 6 | 26 | 3 | 0 | 8 | 14 | 0 | 0 | 0 | 0 |
| 8/5/2002 | 1:00:00 PM | 3 | 704 | 174 | 6 | 33 | 2 | 0 | 7 | 10 | 0 | 2 | 0 | 0 |
| 8/5/2002 | 2:00:00 PM | 4 | 846 | 207 | 10 | 20 | 8 | 0 | 2 | 6 | 0 | 0 | 0 | 0 |
| 8/5/2002 | 3:00:00 PM | 2 | 679 | 148 | 3 | 21 | 5 | 0 | 4 | 10 | 0 | 0 | 0 | 1 |
| 8/5/2002 | 4:00:00 PM | 4 | 755 | 134 | 5 | 26 | 4 | 0 | 11 | 8 | 0 | 1 | 1 | 0 |
| 8/5/2002 | 5:00:00 PM | 3 | 709 | 186 | 2 | 21 | 6 | 0 | 5 | 2 | 2 | 0 | 0 | 0 |
| 8/5/2002 | 6:00:00 PM | 2 | 646 | 142 | 2 | 16 | 7 | 0 | 1 | 5 | 0 | 0 | 1 | 0 |
| 8/5/2002 | 7:00:00 PM | 3 | 545 | 130 | 1 | 7 | 1 | 0 | 5 | 6 | 0 | 0 | 0 | 0 |
| 8/5/2002 | 8:00:00 PM | 2 | 453 | 119 | 1 | 9 | 0 | 0 | 3 | 5 | 0 | 1 | 0 | 0 |
| 8/5/2002 | 9:00:00 PM | 6 | 402 | 66 | 1 | 8 | 1 | 0 | 1 | 7 | 0 | 0 | 0 | 0 |
| 8/5/2002 | 10:00:00 PM | 0 | 274 | 51 | 0 | 3 | 2 | 0 | 1 | 5 | 0 | 0 | 0 | 0 |
| 8/5/2002 | 11:00:00 PM | 0 | 164 | 25 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8/6/2002 | 12:00:00 AM | 0 | 101 | 21 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8/6/2002 | 1:00:00 AM | 0 | 63 | 15 | 0 | 2 | 2 | 0 | 1 | 3 | 0 | 1 | 0 | 0 |
| 8/6/2002 | 2:00:00 AM | 1 | 66 | 19 | 0 | 4 | 0 | 0 | 2 | 7 | 0 | 0 | 0 | 0 |
| 8/6/2002 | 3:00:00 AM | 1 | 137 | 50 | 2 | 4 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 |
| 8/6/2002 | 4:00:00 AM | 3 | 421 | 135 | 2 | 12 | 2 | 0 | 3 | 3 | 0 | 0 | 0 | 0 |
| 8/6/2002 | 5:00:00 AM | 5 | 814 | 210 | 3 | 29 | 0 | 0 | 2 | 7 | 0 | 0 | 0 | 0 |
| 8/6/2002 | 6:00:00 AM | 6 | 807 | 220 | 4 | 26 | 4 | 0 | 6 | 4 | 0 | 0 | 1 | 0 |
| 8/6/2002 | 7:00:00 AM | 5 | 874 | 242 | 3 | 25 | 1 | 0 | 4 | 8 | 0 | 0 | 0 | 0 |
| 8/6/2002 | 8:00:00 AM | 3 | 589 | 163 | 8 | 17 | 4 | 0 | 3 | 7 | 0 | 0 | 0 | 0 |
| 8/6/2002 | 9:00:00 AM | 4 | 562 | 148 | 5 | 30 | 3 | 0 | 3 | 12 | 0 | 0 | 0 | 0 |
| 8/6/2002 | 10:00:00 AM | 6 | 561 | 134 | 5 | 23 | 4 | 0 | 7 | 10 | 0 | 0 | 1 | 0 |
| 8/6/2002 | 11:00:00 AM | 4 | 613 | 163 | 5 | 24 | 4 | 0 | 6 | 8 | 0 | 0 | 0 | 0 |

File Name: C:\Program Files\JAMAR\TraxPro\Trip Generation\FOVAWOCH.TWF
Start Date: 7/30/2002
Start Time: 12:00:00 AM
Site Code: 43106355
Station ID: FOVAWOCH
CITY OF FONTANA
VALLEY BOULEVARD
WEST OF CHERRY AVENUE
24 HR DIRECTIONAL CLASSIFICATION COUNT

| Date | Time | Bikes | Cars & Trlrs | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >5 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axl Multi |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7/30/2002 | 12:00:00 AM | 0 | 47 | 15 | 0 | 5 | 3 | 0 | 0 | 18 | 0 | 2 | 0 | 2 |
| 7/30/2002 | 1:00:00 AM | 1 | 27 | 11 | 0 | 3 | 6 | 0 | 0 | 18 | 0 | 1 | 0 | 2 |
| 7/30/2002 | 2:00:00 AM | 0 | 26 | 10 | 0 | 3 | 1 | 0 | 1 | 13 | 0 | 2 | 0 | 0 |
| 7/30/2002 | 3:00:00 AM | 1 | 19 | 6 | 2 | 1 | 7 | 0 | 0 | 16 | 0 | 1 | 0 | 0 |
| 7/30/2002 | 4:00:00 AM | 2 | 30 | 7 | 1 | 3 | 7 | 0 | 1 | 18 | 1 | 1 | 2 | 0 |
| 7/30/2002 | 5:00:00 AM | 2 | 48 | 13 | 2 | 6 | 5 | 0 | 2 | 24 | 1 | 1 | 0 | 1 |
| 7/30/2002 | 6:00:00 AM | 2 | 100 | 37 | 4 | 12 | 5 | 0 | 3 | 30 | 1 | 1 | 0 | 0 |
| 7/30/2002 | 7:00:00 AM | 1 | 140 | 48 | 6 | 18 | 9 | 0 | 0 | 26 | 0 | 2 | 0 | 0 |
| 7/30/2002 | 8:00:00 AM | 3 | 116 | 52 | 7 | 19 | 11 | 0 | 7 | 31 | 0 | 1 | 1 | 1 |
| 7/30/2002 | 9:00:00 AM | 3 | 125 | 59 | 5 | 34 | 12 | 0 | 3 | 51 | 0 | 2 | 0 | 0 |
| 7/30/2002 | 10:00:00 AM | 3 | 135 | 64 | 7 | 22 | 15 | 0 | 7 | 51 | 1 | 0 | 3 | 1 |
| 7/30/2002 | 11:00:00 AM | 3 | 161 | 81 | 10 | 36 | 10 | 0 | 7 | 36 | 0 | 1 | 0 | 1 |
| 7/30/2002 | 12:00:00 PM | 2 | 196 | 90 | 11 | 37 | 16 | 1 | 8 | 58 | 1 | 1 | 2 | 0 |
| 7/30/2002 | 1:00:00 PM | 5 | 245 | 99 | 17 | 31 | 18 | 0 | 7 | 48 | 0 | 1 | 0 | 0 |
| 7/30/2002 | 2:00:00 PM | 3 | 313 | 126 | 8 | 50 | 13 | 1 | 8 | 58 | 0 | 0 | 2 | 0 |
| 7/30/2002 | 3:00:00 PM | 6 | 446 | 132 | 6 | 53 | 19 | 0 | 7 | 59 | 1 | 2 | 1 | 1 |
| 7/30/2002 | 4:00:00 PM | 3 | 430 | 130 | 9 | 43 | 14 | 1 | 5 | 77 | 0 | 0 | 1 | 0 |
| 7/30/2002 | 5:00:00 PM | 6 | 381 | 117 | 11 | 42 | 5 | 0 | 5 | 61 | 0 | 0 | 0 | 2 |
| 7/30/2002 | 6:00:00 PM | 1 | 197 | 57 | 4 | 21 | 9 | 0 | 4 | 53 | 0 | 1 | 0 | 1 |
| 7/30/2002 | 7:00:00 PM | 0 | 133 | 51 | 4 | 15 | 5 | 0 | 2 | 27 | 0 | 2 | 0 | 1 |
| 7/30/2002 | 8:00:00 PM | 2 | 105 | 41 | 5 | 12 | 5 | 0 | 2 | 33 | 0 | 2 | 0 | 0 |
| 7/30/2002 | 9:00:00 PM | 1 | 92 | 23 | 2 | 9 | 5 | 0 | 0 | 27 | 0 | 1 | 0 | 0 |
| 7/30/2002 | 10:00:00 PM | 1 | 78 | 18 | 1 | 3 | 5 | 0 | 1 | 9 | 0 | 2 | 0 | 0 |
| 7/30/2002 | 11:00:00 PM | 1 | 64 | 16 | 3 | 5 | 5 | 0 | 0 | 16 | 0 | 1 | 0 | 0 |

**CITY OF FONTANA**
**Visual Classification Count**
**From a turning movement count request by the city on 2/20/2002**

**Cherry Ave N/O Valley Blvd**

| Interval | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|
| Beginning | Pass Veh | Lge 2-3 Ax | 4+ Axle | Total | Pass Veh | Lge 2-3 Ax | 4+ Axle | Total |
| 6:00 | 111 | 10 | 12 | **133** | 109 | 18 | 17 | **144** |
| 6:15 | 112 | 11 | 19 | **142** | 130 | 19 | 24 | **173** |
| 6:30 | 211 | 22 | 17 | **250** | 173 | 28 | 26 | **227** |
| 6:45 | 172 | 7 | 17 | **196** | 153 | 27 | 18 | **198** |
| 7:00 | 158 | 15 | 22 | **195** | 211 | 24 | 16 | **251** |
| 7:15 | 176 | 10 | 21 | **207** | 182 | 15 | 22 | **219** |
| 7:30 | 140 | 13 | 16 | **169** | 173 | 22 | 25 | **220** |
| 7:45 | 182 | 12 | 26 | **220** | 141 | 29 | 24 | **194** |
| 8:00 | 101 | 16 | 15 | **132** | 132 | 38 | 22 | **192** |
| 8:15 | 116 | 25 | 29 | **170** | 140 | 38 | 34 | **212** |
| 8:30 | 92 | 28 | 27 | **147** | 134 | 41 | 21 | **196** |
| 8:45 | 103 | 20 | 25 | **148** | 130 | 38 | 34 | **202** |
| **Total** | **1674** | **189** | **246** | **2109** | **1808** | **337** | **283** | **2428** |
| 11:00 | 132 | 23 | 38 | 193 | 112 | 40 | 36 | **188** |
| 11:15 | 129 | 16 | 32 | 177 | 114 | 43 | 32 | **189** |
| 11:30 | 117 | 16 | 35 | 168 | 117 | 42 | 26 | **185** |
| 11:45 | 116 | 20 | 25 | 161 | 95 | 36 | 20 | **151** |
| 12:00 | 118 | 21 | 27 | 166 | 138 | 43 | 29 | **210** |
| 12:15 | 121 | 27 | 17 | 165 | 135 | 29 | 27 | **191** |
| 12:30 | 126 | 25 | 25 | 176 | 123 | 27 | 26 | **176** |
| 12:45 | 120 | 10 | 24 | 154 | 125 | 38 | 17 | **180** |
| **Total** | **979** | **158** | **223** | **1360** | **959** | **298** | **213** | **1470** |
| 15:00 | 136 | 18 | 12 | 166 | 142 | 19 | 19 | **180** |
| 15:15 | 132 | 16 | 13 | 161 | 152 | 20 | 12 | **184** |
| 15:30 | 138 | 8 | 12 | 158 | 170 | 23 | 14 | **207** |
| 15:45 | 139 | 18 | 7 | 164 | 164 | 26 | 21 | **211** |
| 16:00 | 147 | 10 | 6 | 163 | 224 | 12 | 17 | **253** |
| 16:15 | 145 | 9 | 11 | 165 | 186 | 9 | 23 | **218** |
| 16:30 | 113 | 12 | 7 | 132 | 147 | 11 | 13 | **171** |
| 16:45 | 117 | 4 | 10 | 131 | 179 | 8 | 18 | **205** |
| 17:00 | 121 | 6 | 6 | 133 | 165 | 14 | 14 | **193** |
| 17:15 | 126 | 4 | 12 | 142 | 175 | 11 | 15 | **201** |
| 17:30 | 115 | 3 | 6 | 124 | 177 | 9 | 11 | **197** |
| 17:45 | 113 | 4 | 9 | 126 | 181 | 12 | 11 | **204** |
| 18:00 | 93 | 5 | 6 | 104 | 156 | 18 | 14 | **188** |
| 18:15 | 113 | 2 | 4 | 119 | 117 | 8 | 5 | **130** |
| 18:30 | 104 | 1 | 5 | 110 | 134 | 3 | 16 | **153** |
| 18:45 | 123 | 3 | 10 | 136 | 107 | 3 | 7 | **117** |
| **Total** | **1975** | **123** | **136** | **2234** | **2576** | **206** | **230** | **3012** |

File Name: C:\Program Files\JAMAR\TraxPro\Data Files\FOSBWOBE.TWF
Start Date: 7/24/2002
Start Time: 7:00:00 AM
Site Code: 43107858
CITY OF FONTANA
SAN BERNARDINO AVENUE
W/O BEECH AVE
24 HR DIRECTIONAL CLASSIFICATION COUNT

| Date | Time | Bikes | Cars & Trlrs | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >5 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axl Multi |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7/24/2002 | 7:00:00 AM | 0 | 274 | 47 | 7 | 20 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| 7/24/2002 | 8:00:00 AM | 2 | 265 | 49 | 11 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7/24/2002 | 9:00:00 AM | 0 | 234 | 31 | 9 | 14 | 3 | 0 | 2 | 6 | 0 | 0 | 0 | 0 |
| 7/24/2002 | 10:00:00 AM | 2 | 261 | 58 | 13 | 11 | 3 | 0 | 1 | 12 | 0 | 0 | 0 | 0 |
| 7/24/2002 | 11:00:00 AM | 1 | 243 | 71 | 10 | 13 | 4 | 0 | 1 | 5 | 0 | 0 | 0 | 1 |
| 7/24/2002 | 12:00:00 PM | 3 | 329 | 65 | 13 | 22 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 1 |
| 7/24/2002 | 1:00:00 PM | 5 | 380 | 76 | 9 | 13 | 1 | 0 | 3 | 4 | 0 | 1 | 0 | 0 |
| 7/24/2002 | 2:00:00 PM | 2 | 424 | 101 | 6 | 14 | 5 | 0 | 3 | 7 | 0 | 0 | 0 | 1 |
| 7/24/2002 | 3:00:00 PM | 1 | 571 | 129 | 11 | 14 | 2 | 0 | 3 | 4 | 1 | 1 | 0 | 0 |
| 7/24/2002 | 4:00:00 PM | 1 | 559 | 111 | 12 | 22 | 3 | 0 | 4 | 3 | 0 | 0 | 0 | 0 |
| 7/24/2002 | 5:00:00 PM | 3 | 556 | 99 | 7 | 21 | 4 | 1 | 4 | 5 | 0 | 0 | 0 | 0 |
| 7/24/2002 | 6:00:00 PM | 0 | 523 | 95 | 7 | 7 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 0 |
| 7/24/2002 | 7:00:00 PM | 0 | 439 | 91 | 3 | 2 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 7/24/2002 | 8:00:00 PM | 3 | 326 | 61 | 3 | 12 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 7/24/2002 | 9:00:00 PM | 0 | 263 | 43 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7/24/2002 | 10:00:00 PM | 0 | 179 | 25 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 7/24/2002 | 11:00:00 PM | 1 | 98 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7/25/2002 | 12:00:00 AM | 0 | 42 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7/25/2002 | 1:00:00 AM | 0 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 7/25/2002 | 2:00:00 AM | 0 | 26 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7/25/2002 | 3:00:00 AM | 0 | 34 | 7 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 7/25/2002 | 4:00:00 AM | 0 | 67 | 13 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 7/25/2002 | 5:00:00 AM | 0 | 149 | 39 | 2 | 6 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| 7/25/2002 | 6:00:00 AM | 0 | 227 | 50 | 5 | 11 | 2 | 0 | 2 | 2 | 0 | 1 | 0 | 0 |

File Name: C:\Program Files\JAMAR\TraxPro\Data Files\FOVAWOCI.twf
Start Date: 8/5/2002
Start Time: 12:00:00 PM
Site Code: 431059
CITY OF FONTANA
VALLEY BOULEVARD
W/CITRUS AVENUE
24 HR DIRECTIONAL CLASSIFICATON COUNT

| Date | Time | Bikes | Cars & Trlrs | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >5 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axl Multi |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8/5/2002 | 12:00:00 PM | 0 | 338 | 132 | 6 | 38 | 6 | 0 | 13 | 9 | 0 | 0 | 0 | 0 |
| 8/5/2002 | 1:00:00 PM | 2 | 347 | 127 | 9 | 41 | 1 | 0 | 14 | 4 | 0 | 0 | 1 | 0 |
| 8/5/2002 | 2:00:00 PM | 1 | 468 | 169 | 10 | 45 | 4 | 0 | 10 | 10 | 0 | 3 | 1 | 0 |
| 8/5/2002 | 3:00:00 PM | 1 | 537 | 175 | 11 | 39 | 4 | 0 | 5 | 5 | 0 | 5 | 0 | 1 |
| 8/5/2002 | 4:00:00 PM | 1 | 579 | 191 | 2 | 43 | 4 | 0 | 9 | 11 | 0 | 2 | 0 | 0 |
| 8/5/2002 | 5:00:00 PM | 0 | 639 | 162 | 1 | 31 | 4 | 0 | 3 | 6 | 0 | 0 | 0 | 0 |
| 8/5/2002 | 6:00:00 PM | 0 | 408 | 95 | 9 | 17 | 3 | 0 | 4 | 6 | 0 | 1 | 0 | 0 |
| 8/5/2002 | 7:00:00 PM | 0 | 285 | 90 | 6 | 31 | 1 | 0 | 4 | 6 | 0 | 1 | 1 | 0 |
| 8/5/2002 | 8:00:00 PM | 1 | 177 | 60 | 3 | 27 | 1 | 0 | 1 | 4 | 0 | 0 | 0 | 0 |
| 8/5/2002 | 9:00:00 PM | 0 | 165 | 35 | 1 | 12 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 |
| 8/5/2002 | 10:00:00 PM | 0 | 92 | 35 | 1 | 8 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| 8/5/2002 | 11:00:00 PM | 0 | 82 | 26 | 0 | 9 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 |
| 8/6/2002 | 12:00:00 AM | 0 | 34 | 18 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 8/6/2002 | 1:00:00 AM | 0 | 35 | 5 | 1 | 6 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 8/6/2002 | 2:00:00 AM | 0 | 25 | 9 | 2 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 8/6/2002 | 3:00:00 AM | 0 | 25 | 13 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 |
| 8/6/2002 | 4:00:00 AM | 0 | 54 | 20 | 3 | 4 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 |
| 8/6/2002 | 5:00:00 AM | 0 | 128 | 37 | 2 | 13 | 1 | 0 | 2 | 4 | 0 | 1 | 0 | 0 |
| 8/6/2002 | 6:00:00 AM | 0 | 195 | 62 | 5 | 19 | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 0 |
| 8/6/2002 | 7:00:00 AM | 2 | 256 | 86 | 8 | 32 | 4 | 0 | 7 | 5 | 0 | 1 | 0 | 0 |
| 8/6/2002 | 8:00:00 AM | 1 | 246 | 88 | 8 | 34 | 1 | 0 | 6 | 6 | 0 | 0 | 0 | 0 |
| 8/6/2002 | 9:00:00 AM | 3 | 212 | 102 | 8 | 46 | 2 | 0 | 6 | 14 | 0 | 0 | 0 | 0 |
| 8/6/2002 | 10:00:00 AM | 1 | 229 | 97 | 13 | 46 | 5 | 0 | 9 | 5 | 0 | 0 | 0 | 0 |
| 8/6/2002 | 11:00:00 AM | 0 | 293 | 132 | 10 | 39 | 2 | 0 | 11 | 7 | 0 | 3 | 0 | 0 |

File Name: C:\Program Files\JAMAR\TraxPro\Data Files\FOVAWOCI.twf
Start Date: 8/5/2002
Start Time: 12:00:00 PM
Site Code: 431059
CITY OF FONTANA
VALLEY BOULEVARD
W/CITRUS AVENUE
24 HR DIRECTIONAL CLASSIFICATON COUNT

| Date | Time | Bikes | Cars & Trlrs | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >5 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axl Multi |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8/5/2002 | 12:00:00 PM | 0 | 421 | 126 | 8 | 37 | 7 | 0 | 11 | 10 | 1 | 1 | 0 | 0 |
| 8/5/2002 | 1:00:00 PM | 0 | 400 | 102 | 7 | 18 | 5 | 0 | 7 | 23 | 1 | 1 | 0 | 0 |
| 8/5/2002 | 2:00:00 PM | 0 | 407 | 107 | 6 | 32 | 7 | 0 | 4 | 21 | 1 | 1 | 0 | 0 |
| 8/5/2002 | 3:00:00 PM | 1 | 443 | 96 | 6 | 27 | 7 | 0 | 6 | 16 | 0 | 0 | 0 | 0 |
| 8/5/2002 | 4:00:00 PM | 2 | 421 | 95 | 3 | 17 | 6 | 0 | 2 | 11 | 0 | 0 | 0 | 1 |
| 8/5/2002 | 5:00:00 PM | 2 | 417 | 83 | 4 | 16 | 1 | 0 | 1 | 10 | 1 | 0 | 0 | 1 |
| 8/5/2002 | 6:00:00 PM | 0 | 370 | 61 | 1 | 13 | 2 | 0 | 0 | 6 | 0 | 0 | 1 | 0 |
| 8/5/2002 | 7:00:00 PM | 2 | 322 | 53 | 2 | 7 | 2 | 0 | 1 | 9 | 0 | 0 | 0 | 0 |
| 8/5/2002 | 8:00:00 PM | 1 | 308 | 51 | 1 | 2 | 2 | 0 | 0 | 5 | 0 | 1 | 0 | 0 |
| 8/5/2002 | 9:00:00 PM | 0 | 234 | 48 | 2 | 9 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 |
| 8/5/2002 | 10:00:00 PM | 0 | 140 | 26 | 2 | 3 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 |
| 8/5/2002 | 11:00:00 PM | 0 | 88 | 11 | 0 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 |
| 8/6/2002 | 12:00:00 AM | 0 | 52 | 5 | 0 | 2 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 0 |
| 8/6/2002 | 1:00:00 AM | 1 | 43 | 7 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 8/6/2002 | 2:00:00 AM | 0 | 32 | 7 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 8/6/2002 | 3:00:00 AM | 0 | 34 | 4 | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 8/6/2002 | 4:00:00 AM | 0 | 100 | 28 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 8/6/2002 | 5:00:00 AM | 4 | 250 | 35 | 1 | 7 | 1 | 0 | 3 | 6 | 0 | 1 | 1 | 0 |
| 8/6/2002 | 6:00:00 AM | 3 | 303 | 85 | 4 | 17 | 5 | 0 | 0 | 8 | 0 | 0 | 1 | 0 |
| 8/6/2002 | 7:00:00 AM | 3 | 372 | 77 | 1 | 13 | 1 | 0 | 1 | 8 | 0 | 0 | 0 | 0 |
| 8/6/2002 | 8:00:00 AM | 1 | 275 | 63 | 9 | 31 | 4 | 0 | 3 | 12 | 1 | 1 | 0 | 0 |
| 8/6/2002 | 9:00:00 AM | 1 | 282 | 91 | 6 | 32 | 5 | 0 | 5 | 12 | 0 | 0 | 0 | 0 |
| 8/6/2002 | 10:00:00 AM | 1 | 281 | 94 | 7 | 39 | 3 | 0 | 4 | 18 | 1 | 0 | 0 | 0 |
| 8/6/2002 | 11:00:00 AM | 2 | 351 | 92 | 8 | 42 | 7 | 0 | 5 | 15 | 0 | 0 | 0 | 0 |

File Name: C:\Program Files\JAMAR\TraxPro\Data Files\FOETSOSL.TWF
Start Date: 7/30/2002
Start Time: 5:00:00 PM
Site Code: 43106361
CITY OF FONTANA
ETIWANDA AVENUE
SOUTH OF SLOVER AVENUE
24 HR DIRECTIONAL CLASSIFICATION COUNT

| Date | Time | Bikes | Cars & Trlrs | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >5 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axl Multi |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7/30/2002 | 5:00:00 PM | 9 | 484 | 79 | 4 | 26 | 13 | 0 | 19 | 60 | 1 | 4 | 0 | 2 |
| 7/30/2002 | 6:00:00 PM | 6 | 284 | 67 | 4 | 11 | 15 | 0 | 10 | 54 | 1 | 4 | 1 | 2 |
| 7/30/2002 | 7:00:00 PM | 5 | 304 | 49 | 1 | 7 | 11 | 0 | 11 | 39 | 2 | 3 | 0 | 1 |
| 7/30/2002 | 8:00:00 PM | 3 | 258 | 32 | 2 | 2 | 11 | 0 | 4 | 33 | 3 | 2 | 1 | 1 |
| 7/30/2002 | 9:00:00 PM | 4 | 233 | 27 | 2 | 4 | 6 | 0 | 5 | 49 | 0 | 1 | 0 | 0 |
| 7/30/2002 | 10:00:00 PM | 1 | 225 | 23 | 0 | 1 | 6 | 0 | 1 | 39 | 2 | 1 | 1 | 0 |
| 7/30/2002 | 11:00:00 PM | 2 | 131 | 18 | 0 | 3 | 8 | 0 | 3 | 36 | 0 | 3 | 0 | 0 |
| 7/31/2002 | 12:00:00 AM | 2 | 89 | 9 | 1 | 2 | 6 | 0 | 1 | 31 | 0 | 9 | 0 | 1 |
| 7/31/2002 | 1:00:00 AM | 2 | 82 | 12 | 0 | 0 | 5 | 0 | 0 | 25 | 1 | 2 | 0 | 0 |
| 7/31/2002 | 2:00:00 AM | 1 | 95 | 10 | 0 | 7 | 6 | 0 | 1 | 23 | 0 | 3 | 0 | 1 |
| 7/31/2002 | 3:00:00 AM | 0 | 166 | 25 | 0 | 3 | 10 | 0 | 9 | 31 | 0 | 3 | 1 | 0 |
| 7/31/2002 | 4:00:00 AM | 2 | 390 | 58 | 0 | 5 | 11 | 0 | 14 | 30 | 0 | 2 | 1 | 2 |
| 7/31/2002 | 5:00:00 AM | 5 | 747 | 110 | 2 | 20 | 9 | 0 | 19 | 45 | 5 | 10 | 1 | 0 |
| 7/31/2002 | 6:00:00 AM | 4 | 588 | 115 | 6 | 7 | 12 | 0 | 17 | 52 | 2 | 8 | 2 | 2 |
| 7/31/2002 | 7:00:00 AM | 4 | 515 | 119 | 9 | 13 | 16 | 0 | 25 | 68 | 5 | 10 | 3 | 1 |
| 7/31/2002 | 8:00:00 AM | 0 | 330 | 83 | 9 | 31 | 12 | 0 | 23 | 83 | 4 | 9 | 0 | 1 |
| 7/31/2002 | 9:00:00 AM | 0 | 295 | 69 | 8 | 30 | 9 | 0 | 14 | 100 | 1 | 9 | 1 | 1 |
| 7/31/2002 | 10:00:00 AM | 1 | 267 | 94 | 7 | 45 | 12 | 0 | 22 | 77 | 2 | 4 | 3 | 1 |
| 7/31/2002 | 11:00:00 AM | 2 | 284 | 92 | 12 | 29 | 27 | 0 | 16 | 82 | 2 | 8 | 2 | 2 |
| 7/31/2002 | 12:00:00 PM | 1 | 336 | 89 | 6 | 34 | 29 | 0 | 16 | 95 | 2 | 4 | 1 | 1 |
| 7/31/2002 | 1:00:00 PM | 0 | 451 | 122 | 15 | 33 | 28 | 0 | 21 | 81 | 1 | 5 | 1 | 1 |
| 7/31/2002 | 2:00:00 PM | 3 | 593 | 103 | 12 | 34 | 26 | 0 | 24 | 87 | 1 | 7 | 1 | 2 |
| 7/31/2002 | 3:00:00 PM | 1 | 484 | 111 | 3 | 36 | 21 | 0 | 15 | 70 | 0 | 3 | 0 | 0 |
| 7/31/2002 | 4:00:00 PM | 0 | 446 | 81 | 5 | 27 | 14 | 0 | 17 | 56 | 4 | 0 | 1 | 0 |

File Name: C:\Program Files\JAMAR\TraxPro\Data Files\FOMUSOSLNC.twf
Start Date: 7/30/2002
Start Time: 4:00:00 PM
Site Code: 431084
CITY OF FONTANA
MULBERRRY AVENUE
S/SLOVER AVENUE
24 HR DIRECTIONAL CLASSIFICATION COUNT

| Date | Time | Bikes | Cars & Trlrs | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >5 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axl Multi |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7/30/2002 | 4:00:00 PM | 1 | 141 | 33 | 4 | 11 | 8 | 1 | 7 | 22 | 0 | 3 | 0 | 0 |
| 7/30/2002 | 5:00:00 PM | 0 | 120 | 26 | 3 | 6 | 3 | 0 | 7 | 21 | 0 | 3 | 0 | 2 |
| 7/30/2002 | 6:00:00 PM | 0 | 93 | 23 | 3 | 4 | 1 | 0 | 5 | 8 | 0 | 4 | 0 | 0 |
| 7/30/2002 | 7:00:00 PM | 1 | 74 | 13 | 1 | 3 | 4 | 0 | 3 | 7 | 0 | 1 | 0 | 0 |
| 7/30/2002 | 8:00:00 PM | 0 | 41 | 9 | 0 | 2 | 1 | 0 | 2 | 8 | 0 | 1 | 0 | 0 |
| 7/30/2002 | 9:00:00 PM | 0 | 44 | 6 | 0 | 1 | 1 | 0 | 1 | 4 | 0 | 3 | 0 | 0 |
| 7/30/2002 | 10:00:00 PM | 0 | 22 | 6 | 0 | 0 | 1 | 0 | 0 | 6 | 0 | 8 | 0 | 0 |
| 7/30/2002 | 11:00:00 PM | 1 | 38 | 4 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 9 | 0 | 0 |
| 7/31/2002 | 12:00:00 AM | 0 | 31 | 8 | 0 | 0 | 1 | 0 | 0 | 6 | 0 | 11 | 0 | 0 |
| 7/31/2002 | 1:00:00 AM | 0 | 14 | 3 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |
| 7/31/2002 | 2:00:00 AM | 0 | 18 | 3 | 0 | 1 | 4 | 0 | 0 | 2 | 0 | 3 | 0 | 0 |
| 7/31/2002 | 3:00:00 AM | 1 | 41 | 8 | 0 | 0 | 3 | 0 | 2 | 2 | 0 | 6 | 0 | 0 |
| 7/31/2002 | 4:00:00 AM | 0 | 59 | 10 | 0 | 2 | 2 | 0 | 0 | 1 | 0 | 6 | 0 | 0 |
| 7/31/2002 | 5:00:00 AM | 1 | 99 | 22 | 1 | 5 | 3 | 0 | 4 | 4 | 0 | 3 | 0 | 0 |
| 7/31/2002 | 6:00:00 AM | 1 | 154 | 40 | 0 | 9 | 8 | 0 | 3 | 6 | 1 | 15 | 1 | 2 |
| 7/31/2002 | 7:00:00 AM | 2 | 232 | 55 | 3 | 16 | 3 | 0 | 6 | 9 | 0 | 6 | 0 | 3 |
| 7/31/2002 | 8:00:00 AM | 1 | 82 | 33 | 2 | 11 | 7 | 0 | 2 | 18 | 0 | 2 | 0 | 1 |
| 7/31/2002 | 9:00:00 AM | 0 | 77 | 21 | 3 | 9 | 8 | 0 | 8 | 17 | 0 | 7 | 0 | 2 |
| 7/31/2002 | 10:00:00 AM | 0 | 86 | 30 | 3 | 11 | 2 | 1 | 6 | 26 | 0 | 2 | 0 | 0 |
| 7/31/2002 | 11:00:00 AM | 1 | 99 | 45 | 2 | 15 | 5 | 0 | 8 | 16 | 0 | 4 | 0 | 2 |
| 7/31/2002 | 12:00:00 PM | 0 | 118 | 54 | 3 | 17 | 2 | 0 | 5 | 18 | 0 | 2 | 1 | 0 |
| 7/31/2002 | 1:00:00 PM | 1 | 112 | 34 | 1 | 10 | 7 | 0 | 5 | 29 | 1 | 3 | 1 | 0 |
| 7/31/2002 | 2:00:00 PM | 2 | 111 | 31 | 9 | 10 | 6 | 0 | 12 | 20 | 0 | 5 | 2 | 2 |
| 7/31/2002 | 3:00:00 PM | 1 | 136 | 48 | 7 | 12 | 3 | 0 | 8 | 16 | 2 | 1 | 1 | 2 |

File Name: C:\Program Files\JAMAR\TraxPro\Data Files\FOMUSOSLSC.twf
Start Date: 7/30/2002
Start Time: 4:00:00 PM
Site Code: 431055
CITY OF FONTANA
MULBERRY AVENUE
S/SLOVER AVENUE
24 HR DIRECTIONAL CLASSIFICATION COUNT

| Date | Time | Bikes | Cars & Trlrs | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >5 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axl Multi |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7/30/2002 | 4:00:00 PM | 1 | 137 | 41 | 4 | 24 | 3 | 0 | 6 | 10 | 0 | 0 | 1 | 0 |
| 7/30/2002 | 5:00:00 PM | 1 | 119 | 61 | 0 | 20 | 4 | 0 | 2 | 8 | 0 | 4 | 0 | 0 |
| 7/30/2002 | 6:00:00 PM | 1 | 92 | 27 | 0 | 10 | 1 | 0 | 10 | 6 | 0 | 3 | 0 | 0 |
| 7/30/2002 | 7:00:00 PM | 1 | 61 | 17 | 2 | 9 | 1 | 0 | 7 | 4 | 0 | 3 | 0 | 0 |
| 7/30/2002 | 8:00:00 PM | 0 | 52 | 11 | 0 | 1 | 3 | 0 | 1 | 2 | 0 | 1 | 0 | 0 |
| 7/30/2002 | 9:00:00 PM | 0 | 33 | 15 | 0 | 2 | 1 | 0 | 1 | 2 | 0 | 2 | 0 | 0 |
| 7/30/2002 | 10:00:00 PM | 0 | 33 | 17 | 0 | 4 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 0 |
| 7/30/2002 | 11:00:00 PM | 0 | 31 | 9 | 0 | 1 | 1 | 0 | 0 | 5 | 0 | 3 | 0 | 0 |
| 7/31/2002 | 12:00:00 AM | 0 | 23 | 8 | 0 | 3 | 2 | 0 | 2 | 2 | 0 | 1 | 0 | 0 |
| 7/31/2002 | 1:00:00 AM | 0 | 12 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 2 | 0 | 0 |
| 7/31/2002 | 2:00:00 AM | 0 | 14 | 2 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 0 |
| 7/31/2002 | 3:00:00 AM | 0 | 31 | 12 | 0 | 4 | 1 | 0 | 0 | 4 | 0 | 3 | 0 | 0 |
| 7/31/2002 | 4:00:00 AM | 1 | 52 | 14 | 0 | 4 | 3 | 0 | 1 | 4 | 0 | 2 | 0 | 0 |
| 7/31/2002 | 5:00:00 AM | 2 | 129 | 35 | 2 | 5 | 3 | 0 | 4 | 6 | 0 | 3 | 0 | 0 |
| 7/31/2002 | 6:00:00 AM | 0 | 102 | 41 | 6 | 12 | 1 | 0 | 8 | 13 | 0 | 4 | 0 | 0 |
| 7/31/2002 | 7:00:00 AM | 2 | 126 | 38 | 3 | 14 | 1 | 0 | 12 | 12 | 0 | 2 | 0 | 0 |
| 7/31/2002 | 8:00:00 AM | 1 | 89 | 27 | 2 | 21 | 2 | 0 | 10 | 15 | 0 | 0 | 0 | 0 |
| 7/31/2002 | 9:00:00 AM | 1 | 94 | 34 | 7 | 16 | 6 | 0 | 9 | 15 | 0 | 1 | 0 | 0 |
| 7/31/2002 | 10:00:00 AM | 0 | 66 | 26 | 3 | 17 | 3 | 0 | 9 | 14 | 1 | 4 | 0 | 0 |
| 7/31/2002 | 11:00:00 AM | 0 | 81 | 26 | 3 | 22 | 5 | 0 | 8 | 9 | 0 | 0 | 0 | 0 |
| 7/31/2002 | 12:00:00 PM | 0 | 84 | 35 | 2 | 25 | 5 | 0 | 14 | 17 | 0 | 0 | 0 | 0 |
| 7/31/2002 | 1:00:00 PM | 0 | 96 | 31 | 3 | 15 | 7 | 0 | 4 | 18 | 0 | 4 | 1 | 0 |
| 7/31/2002 | 2:00:00 PM | 1 | 82 | 44 | 3 | 24 | 4 | 0 | 4 | 9 | 0 | 6 | 0 | 0 |
| 7/31/2002 | 3:00:00 PM | 0 | 131 | 48 | 3 | 24 | 4 | 0 | 7 | 9 | 1 | 5 | 0 | 0 |

File Name: C:\Program Files\JAMAR\TraxPro\Data Files\FOVAWOCH.twf
Start Date: 7/30/2002
Start Time: 12:00:00 AM
Site Code: 43106355
CITY OF FONTANA
VALLEY BOULEVARD
WEST OF CHERRY AVENUE
24 HR DIRECTIONAL CLASSIFICATION COUNT

| Date | Time | Bikes | Cars & Trlrs | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >5 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axl Multi |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7/30/2002 | 12:00:00 AM | 0 | 60 | 17 | 1 | 3 | 3 | 0 | 4 | 11 | 1 | 0 | 0 | 1 |
| 7/30/2002 | 1:00:00 AM | 0 | 32 | 9 | 0 | 1 | 3 | 0 | 3 | 15 | 0 | 2 | 0 | 0 |
| 7/30/2002 | 2:00:00 AM | 0 | 25 | 6 | 4 | 1 | 5 | 0 | 1 | 18 | 0 | 1 | 0 | 0 |
| 7/30/2002 | 3:00:00 AM | 2 | 31 | 7 | 0 | 4 | 6 | 1 | 0 | 18 | 0 | 0 | 0 | 1 |
| 7/30/2002 | 4:00:00 AM | 0 | 53 | 19 | 4 | 3 | 9 | 0 | 1 | 14 | 0 | 1 | 1 | 0 |
| 7/30/2002 | 5:00:00 AM | 2 | 152 | 55 | 3 | 6 | 16 | 0 | 1 | 12 | 0 | 1 | 1 | 0 |
| 7/30/2002 | 6:00:00 AM | 2 | 352 | 107 | 7 | 28 | 27 | 0 | 4 | 23 | 0 | 4 | 0 | 0 |
| 7/30/2002 | 7:00:00 AM | 4 | 363 | 120 | 10 | 31 | 21 | 0 | 5 | 24 | 0 | 3 | 0 | 0 |
| 7/30/2002 | 8:00:00 AM | 4 | 391 | 112 | 15 | 51 | 11 | 0 | 5 | 32 | 0 | 3 | 1 | 0 |
| 7/30/2002 | 9:00:00 AM | 0 | 209 | 80 | 14 | 26 | 5 | 0 | 4 | 31 | 0 | 0 | 0 | 0 |
| 7/30/2002 | 10:00:00 AM | 2 | 193 | 86 | 18 | 42 | 6 | 0 | 7 | 31 | 0 | 0 | 2 | 1 |
| 7/30/2002 | 11:00:00 AM | 3 | 213 | 100 | 18 | 24 | 10 | 0 | 5 | 41 | 0 | 3 | 0 | 0 |
| 7/30/2002 | 12:00:00 PM | 1 | 239 | 93 | 16 | 36 | 10 | 1 | 4 | 45 | 0 | 1 | 0 | 1 |
| 7/30/2002 | 1:00:00 PM | 2 | 248 | 110 | 17 | 26 | 11 | 0 | 10 | 30 | 0 | 0 | 1 | 2 |
| 7/30/2002 | 2:00:00 PM | 4 | 300 | 116 | 19 | 32 | 7 | 0 | 8 | 51 | 2 | 0 | 0 | 0 |
| 7/30/2002 | 3:00:00 PM | 4 | 329 | 103 | 18 | 42 | 9 | 0 | 8 | 52 | 0 | 0 | 2 | 1 |
| 7/30/2002 | 4:00:00 PM | 2 | 295 | 109 | 13 | 35 | 10 | 1 | 1 | 34 | 0 | 0 | 2 | 0 |
| 7/30/2002 | 5:00:00 PM | 4 | 246 | 93 | 12 | 31 | 7 | 0 | 3 | 37 | 1 | 0 | 1 | 0 |
| 7/30/2002 | 6:00:00 PM | 19 | 222 | 81 | 8 | 25 | 6 | 1 | 7 | 36 | 0 | 0 | 0 | 0 |
| 7/30/2002 | 7:00:00 PM | 11 | 131 | 50 | 12 | 7 | 2 | 0 | 4 | 25 | 0 | 2 | 0 | 1 |
| 7/30/2002 | 8:00:00 PM | 7 | 116 | 34 | 4 | 12 | 2 | 0 | 2 | 24 | 0 | 0 | 0 | 0 |
| 7/30/2002 | 9:00:00 PM | 6 | 129 | 49 | 4 | 6 | 3 | 1 | 3 | 16 | 0 | 0 | 0 | 0 |
| 7/30/2002 | 10:00:00 PM | 4 | 84 | 26 | 2 | 3 | 7 | 0 | 3 | 14 | 0 | 0 | 0 | 0 |
| 7/30/2002 | 11:00:00 PM | 8 | 56 | 25 | 1 | 4 | 4 | 0 | 3 | 16 | 0 | 2 | 0 | 0 |

File Name: C:\Program Files\JAMAR\TraxPro\Data Files\FOCHSOSL.twf
Start Date: 8/6/2002
Start Time: 1:00:00 PM
Site Code: 36099012
CITY OF FONTANA
CHERRY AVENUE
S/SLOVER AVE
24 HR DIRECTIONAL CLASSIFICATION COUNT

| Date | Time | Bikes | Cars & Trlrs | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >5 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axl Multi |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8/6/2002 | 1:00:00 PM | 5 | 608 | 107 | 7 | 29 | 13 | 6 | 9 | 21 | 0 | 3 | 0 | 0 |
| 8/6/2002 | 2:00:00 PM | 10 | 528 | 104 | 2 | 30 | 15 | 0 | 12 | 33 | 0 | 1 | 2 | 1 |
| 8/6/2002 | 3:00:00 PM | 4 | 547 | 98 | 4 | 30 | 19 | 2 | 15 | 24 | 0 | 0 | 0 | 0 |
| 8/6/2002 | 4:00:00 PM | 6 | 538 | 98 | 8 | 21 | 13 | 3 | 12 | 28 | 1 | 1 | 2 | 0 |
| 8/6/2002 | 5:00:00 PM | 4 | 615 | 90 | 4 | 13 | 10 | 3 | 9 | 20 | 1 | 1 | 3 | 1 |
| 8/6/2002 | 6:00:00 PM | 6 | 656 | 89 | 4 | 10 | 5 | 0 | 13 | 21 | 0 | 3 | 0 | 0 |
| 8/6/2002 | 7:00:00 PM | 9 | 629 | 84 | 4 | 12 | 10 | 0 | 9 | 9 | 0 | 0 | 0 | 0 |
| 8/6/2002 | 8:00:00 PM | 0 | 646 | 72 | 2 | 7 | 8 | 1 | 2 | 10 | 0 | 0 | 0 | 0 |
| 8/6/2002 | 9:00:00 PM | 3 | 497 | 54 | 2 | 12 | 4 | 2 | 8 | 10 | 1 | 5 | 1 | 2 |
| 8/6/2002 | 10:00:00 PM | 4 | 396 | 45 | 3 | 2 | 5 | 0 | 5 | 10 | 1 | 6 | 1 | 0 |
| 8/6/2002 | 11:00:00 PM | 2 | 273 | 29 | 0 | 2 | 4 | 0 | 5 | 10 | 0 | 4 | 2 | 1 |
| 8/7/2002 | 12:00:00 AM | 1 | 175 | 20 | 0 | 2 | 3 | 0 | 0 | 10 | 0 | 7 | 3 | 7 |
| 8/7/2002 | 1:00:00 AM | 2 | 118 | 13 | 0 | 1 | 5 | 0 | 2 | 8 | 0 | 3 | 0 | 2 |
| 8/7/2002 | 2:00:00 AM | 1 | 73 | 7 | 0 | 2 | 9 | 0 | 0 | 4 | 0 | 2 | 1 | 0 |
| 8/7/2002 | 3:00:00 AM | 2 | 98 | 18 | 1 | 4 | 3 | 0 | 4 | 6 | 0 | 0 | 0 | 1 |
| 8/7/2002 | 4:00:00 AM | 1 | 229 | 43 | 0 | 6 | 3 | 0 | 2 | 14 | 0 | 5 | 0 | 0 |
| 8/7/2002 | 5:00:00 AM | 1 | 391 | 74 | 1 | 14 | 8 | 0 | 6 | 18 | 1 | 4 | 0 | 0 |
| 8/7/2002 | 6:00:00 AM | 3 | 472 | 106 | 5 | 33 | 17 | 1 | 5 | 8 | 0 | 6 | 1 | 0 |
| 8/7/2002 | 7:00:00 AM | 4 | 585 | 108 | 8 | 34 | 13 | 2 | 6 | 15 | 1 | 3 | 2 | 0 |
| 8/7/2002 | 8:00:00 AM | 5 | 466 | 99 | 4 | 36 | 16 | 1 | 8 | 26 | 1 | 2 | 0 | 2 |
| 8/7/2002 | 9:00:00 AM | 7 | 462 | 98 | 7 | 40 | 16 | 2 | 7 | 23 | 1 | 3 | 0 | 4 |
| 8/7/2002 | 10:00:00 AM | 7 | 438 | 102 | 5 | 31 | 16 | 0 | 12 | 23 | 2 | 1 | 0 | 4 |
| 8/7/2002 | 11:00:00 AM | 6 | 465 | 116 | 7 | 27 | 18 | 2 | 22 | 30 | 1 | 1 | 2 | 0 |
| 8/7/2002 | 12:00:00 PM | 3 | 539 | 116 | 2 | 36 | 4 | 1 | 10 | 38 | 2 | 0 | 0 | 1 |

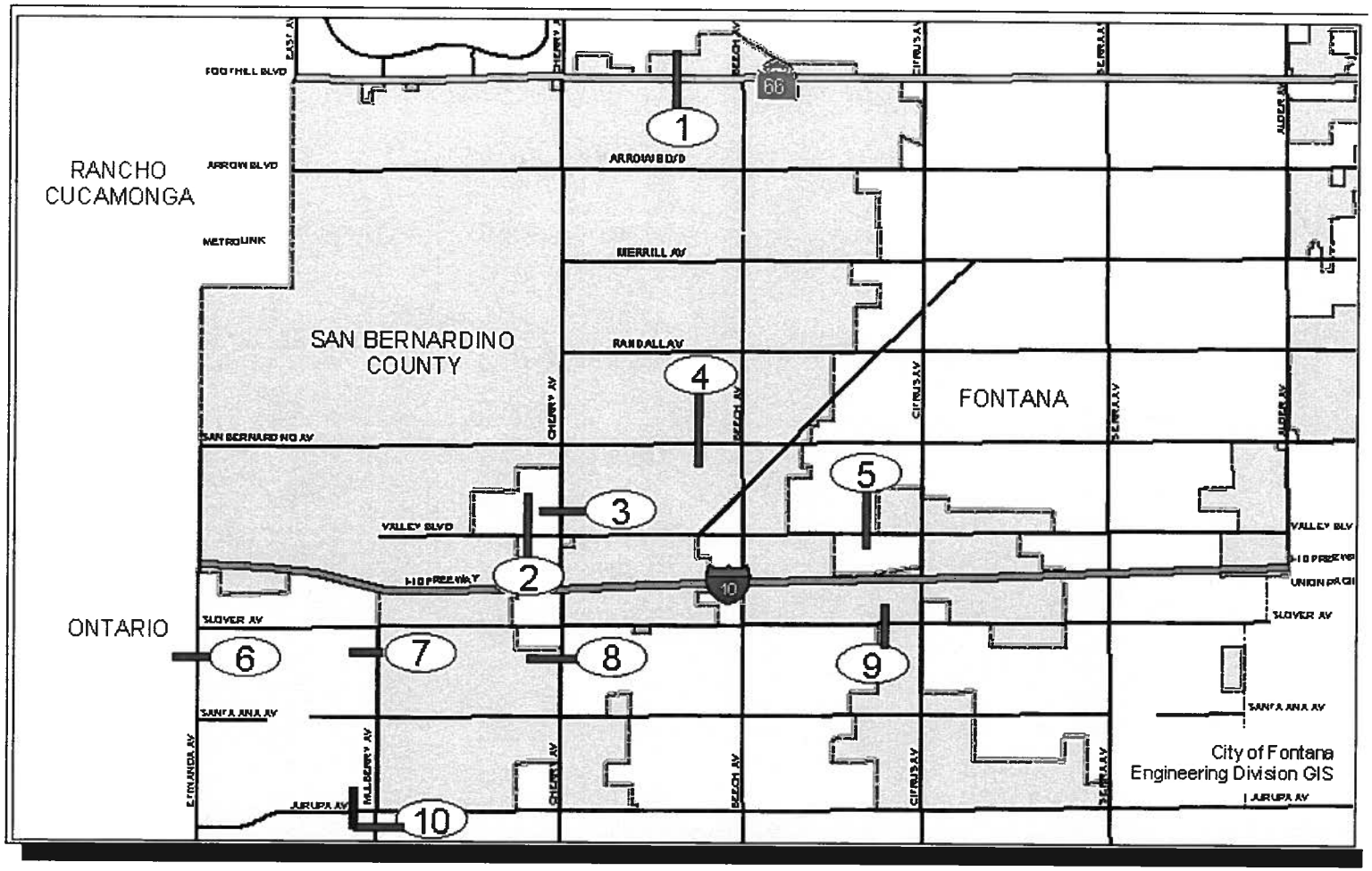
File Name: C:\Program Files\JAMAR\TraxPro\Data Files\FOSLWOCI.TWF
Start Date: 7/24/2002
Start Time: 7:00:00 AM
Site Code: 43108079
CITY OF FONTANA
SLOVER AVENUE
WEST OF CITRUS AVENUE
24 HR DIRECTIONAL CLASSIFICATION COUNT

| Date | Time | Bikes | Cars & Trlrs | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >5 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axl Multi |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7/24/2002 | 7:00:00 AM | 3 | 481 | 88 | 6 | 25 | 3 | 0 | 10 | 42 | 1 | 7 | 0 | 1 |
| 7/24/2002 | 8:00:00 AM | 2 | 412 | 104 | 10 | 26 | 10 | 0 | 11 | 43 | 2 | 4 | 2 | 2 |
| 7/24/2002 | 9:00:00 AM | 1 | 356 | 109 | 1 | 24 | 6 | 0 | 14 | 42 | 1 | 6 | 1 | 2 |
| 7/24/2002 | 10:00:00 AM | 0 | 390 | 102 | 6 | 30 | 16 | 0 | 15 | 46 | 3 | 9 | 0 | 1 |
| 7/24/2002 | 11:00:00 AM | 1 | 544 | 154 | 5 | 30 | 17 | 0 | 12 | 49 | 1 | 6 | 1 | 1 |
| 7/24/2002 | 12:00:00 PM | 2 | 525 | 129 | 9 | 35 | 12 | 0 | 16 | 47 | 4 | 6 | 2 | 13 |
| 7/24/2002 | 1:00:00 PM | 2 | 526 | 130 | 7 | 16 | 15 | 0 | 17 | 48 | 2 | 8 | 2 | 9 |
| 7/24/2002 | 2:00:00 PM | 3 | 640 | 123 | 7 | 19 | 11 | 0 | 14 | 20 | 4 | 4 | 0 | 5 |
| 7/24/2002 | 3:00:00 PM | 2 | 637 | 114 | 13 | 25 | 9 | 0 | 21 | 30 | 5 | 1 | 1 | 5 |
| 7/24/2002 | 4:00:00 PM | 2 | 564 | 98 | 10 | 17 | 10 | 0 | 11 | 25 | 5 | 3 | 3 | 15 |
| 7/24/2002 | 5:00:00 PM | 1 | 601 | 94 | 4 | 14 | 10 | 0 | 11 | 24 | 2 | 3 | 0 | 0 |
| 7/24/2002 | 6:00:00 PM | 1 | 353 | 44 | 2 | 8 | 5 | 0 | 9 | 21 | 0 | 3 | 0 | 0 |
| 7/24/2002 | 7:00:00 PM | 3 | 284 | 57 | 2 | 6 | 8 | 0 | 9 | 18 | 0 | 2 | 0 | 0 |
| 7/24/2002 | 8:00:00 PM | 1 | 230 | 38 | 3 | 9 | 6 | 0 | 9 | 9 | 0 | 0 | 0 | 1 |
| 7/24/2002 | 9:00:00 PM | 2 | 185 | 26 | 1 | 8 | 4 | 0 | 8 | 6 | 1 | 2 | 0 | 2 |
| 7/24/2002 | 10:00:00 PM | 1 | 147 | 28 | 0 | 3 | 1 | 0 | 6 | 2 | 0 | 1 | 0 | 0 |
| 7/24/2002 | 11:00:00 PM | 1 | 93 | 11 | 0 | 2 | 0 | 0 | 2 | 5 | 0 | 2 | 0 | 0 |
| 7/25/2002 | 12:00:00 AM | 1 | 53 | 6 | 1 | 0 | 3 | 0 | 6 | 7 | 0 | 7 | 0 | 0 |
| 7/25/2002 | 1:00:00 AM | 0 | 31 | 7 | 1 | 0 | 2 | 0 | 6 | 2 | 0 | 9 | 0 | 0 |
| 7/25/2002 | 2:00:00 AM | 0 | 32 | 8 | 0 | 0 | 2 | 0 | 2 | 5 | 0 | 4 | 0 | 0 |
| 7/25/2002 | 3:00:00 AM | 1 | 87 | 17 | 2 | 1 | 1 | 0 | 4 | 4 | 0 | 3 | 0 | 0 |
| 7/25/2002 | 4:00:00 AM | 3 | 173 | 37 | 2 | 2 | 4 | 0 | 6 | 6 | 0 | 7 | 1 | 0 |
| 7/25/2002 | 5:00:00 AM | 3 | 394 | 71 | 3 | 8 | 6 | 0 | 5 | 20 | 1 | 8 | 1 | 1 |
| 7/25/2002 | 6:00:00 AM | 3 | 451 | 71 | 8 | 22 | 5 | 0 | 14 | 22 | 3 | 8 | 1 | 0 |

File Name: C:\Program Files\JAMAR\TraxPro\Data Files\FOJUWOMU.TWF
Start Date: 7/24/2002
Start Time: 12:00:00 AM
Site Code: 43103235
CITY OF FONTANA
JURUPA AVENUE
WEST OF MULBERRY AVENUE
24 HR DIRECTIONAL CLASSIFICATION COUNT

| Date | Time | Bikes | Cars & Trlrs | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >5 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axl Multi |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7/24/2002 | 12:00:00 AM | 0 | 117 | 32 | 1 | 3 | 2 | 0 | 1 | 8 | 0 | 4 | 0 | 0 |
| 7/24/2002 | 1:00:00 AM | 2 | 86 | 19 | 1 | 8 | 1 | 0 | 3 | 2 | 0 | 2 | 0 | 0 |
| 7/24/2002 | 2:00:00 AM | 0 | 62 | 13 | 2 | 4 | 1 | 0 | 0 | 4 | 0 | 1 | 0 | 0 |
| 7/24/2002 | 3:00:00 AM | 2 | 83 | 30 | 2 | 5 | 2 | 0 | 3 | 7 | 0 | 4 | 0 | 0 |
| 7/24/2002 | 4:00:00 AM | 1 | 183 | 57 | 4 | 11 | 6 | 0 | 3 | 14 | 0 | 4 | 0 | 0 |
| 7/24/2002 | 5:00:00 AM | 2 | 435 | 89 | 7 | 19 | 9 | 0 | 6 | 19 | 0 | 6 | 1 | 0 |
| 7/24/2002 | 6:00:00 AM | 5 | 575 | 139 | 5 | 38 | 6 | 0 | 16 | 15 | 0 | 16 | 0 | 0 |
| 7/24/2002 | 7:00:00 AM | 4 | 603 | 176 | 10 | 45 | 7 | 0 | 18 | 18 | 1 | 4 | 0 | 0 |
| 7/24/2002 | 8:00:00 AM | 5 | 462 | 122 | 11 | 39 | 4 | 0 | 25 | 37 | 0 | 5 | 1 | 0 |
| 7/24/2002 | 9:00:00 AM | 5 | 386 | 102 | 16 | 48 | 11 | 0 | 22 | 28 | 0 | 1 | 1 | 0 |
| 7/24/2002 | 10:00:00 AM | 2 | 359 | 116 | 11 | 70 | 11 | 0 | 31 | 34 | 0 | 2 | 1 | 1 |
| 7/24/2002 | 11:00:00 AM | 1 | 429 | 111 | 19 | 67 | 10 | 0 | 22 | 31 | 0 | 3 | 0 | 0 |
| 7/24/2002 | 12:00:00 PM | 7 | 508 | 154 | 21 | 52 | 7 | 0 | 28 | 33 | 0 | 1 | 0 | 0 |
| 7/24/2002 | 1:00:00 PM | 1 | 498 | 148 | 17 | 54 | 7 | 0 | 29 | 35 | 0 | 3 | 0 | 0 |
| 7/24/2002 | 2:00:00 PM | 4 | 649 | 192 | 19 | 65 | 7 | 0 | 36 | 34 | 0 | 7 | 0 | 2 |
| 7/24/2002 | 3:00:00 PM | 8 | 829 | 205 | 30 | 82 | 3 | 0 | 38 | 40 | 0 | 15 | 0 | 0 |
| 7/24/2002 | 4:00:00 PM | 5 | 863 | 224 | 18 | 56 | 10 | 0 | 42 | 21 | 1 | 6 | 0 | 0 |
| 7/24/2002 | 5:00:00 PM | 8 | 921 | 215 | 5 | 58 | 5 | 0 | 47 | 20 | 0 | 8 | 1 | 0 |
| 7/24/2002 | 6:00:00 PM | 2 | 639 | 178 | 7 | 49 | 4 | 0 | 42 | 17 | 0 | 7 | 0 | 0 |
| 7/24/2002 | 7:00:00 PM | 0 | 470 | 109 | 2 | 24 | 5 | 0 | 31 | 12 | 0 | 11 | 0 | 1 |
| 7/24/2002 | 8:00:00 PM | 2 | 372 | 72 | 2 | 21 | 2 | 0 | 19 | 3 | 0 | 4 | 0 | 0 |
| 7/24/2002 | 9:00:00 PM | 1 | 337 | 81 | 4 | 11 | 6 | 1 | 6 | 4 | 0 | 5 | 0 | 0 |
| 7/24/2002 | 10:00:00 PM | 0 | 260 | 63 | 4 | 11 | 4 | 0 | 9 | 6 | 0 | 0 | 0 | 0 |
| 7/24/2002 | 11:00:00 PM | 0 | 160 | 35 | 2 | 5 | 5 | 0 | 7 | 4 | 0 | 6 | 0 | 0 |

APPENDIX C – Peak Arterial Locations




1. Foothill Blvd. between Citrus and Cherry.
2. Valley Blvd. West of Cherry.
3. Cherry Ave North of Valley Blvd.
4. San Bernardino Ave. West of Beech Ave.
5. Valley Blvd. West of Citrus.
6. Etiwanda Ave. South of Slover.
7. Mulberry Avenue South of Slover Avenue.
8. Cherry Ave. South of Slover.
9. Slover Ave. West of Citrus and
10. Jurupa Avenue West of Mulberry Avenue.

VOLVO