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TRANSPORTATION TECHNICAL MEMORANDUM

To:	Hovel Babikian, HYB
From:	Sabita Tewani, AICP, PTP, Dudek Tyler Mathews, Dudek
Subject:	Trip Generation and Vehicle Miles Travel (VMT) Analysis for the 2240 Fleetwood Drive Industrial Building
Date:	November 20, 2024, Revised July 28, 2025, Revised October 24, 2025
cc:	Carey Fernandes, Dudek
Attachments:	Figure 1 – Project Location Figure 2 – Existing and Proposed Transportation Facilities near the Project Site Figure 3 – WRCOG VMT Evaluation Tool Summary for the Project Site A – Traffic Scoping Form B – Site Plan C – Driveway Counts and Traffic Data D –VMT Reduction Measures

The following technical memorandum provides a trip generation and vehicle miles traveled (VMT) analysis of the proposed 2240 Fleetwood Drive Industrial Building (project), located on the eastern side of Fleetwood Drive, south of Via Ricardo and northwest of the Santa Ana River in the City of Jurupa Valley (City). The project site is located in the western heavy industrial area of the City of Jurupa Valley General Plan, which is developed primarily with warehousing, distribution, and other industrial uses.

Per Senate Bill 743, the Governor's Office of Planning and Research was directed to amend the California Environmental Quality Act (CEQA) Guidelines to provide an alternative to level of service (LOS) for evaluating transportation impacts. CEQA Guidelines Section 15064.3(b) focuses on specific criteria (VMT) for determining the significance of transportation impacts. Under the new transportation guidelines, LOS, or vehicle delay, does not constitute an environmental impact. VMT has been adopted as the most appropriate measure of transportation impacts under CEQA.

The City has adopted the use of the VMT metric and has significance criteria for transportation impacts related to VMT. Additionally, the City still requires LOS analysis for General Plan consistency requirements. The following analysis has been prepared consistent with the City's Traffic Impact Analysis (TIA) Guidelines (City of Jurupa Valley, 2020), which provides guidance on the requirements to evaluate transportation impacts for projects. This analysis was conducted to determine the trip generation estimates and VMT screening analysis of the proposed project, and to determine whether a detailed transportation analysis (LOS and/or VMT) would be required for the proposed project.

This analysis has been prepared consistent with the trip generation methodology from the Institute of Transportation Engineers (ITE 2021) and VMT analysis methodology using the Western Riverside Council of Governments (WRCOG) VMT Evaluation Tool per the City's TIA Guidelines. As shown in the analysis below, the proposed project would not require a detailed LOS analysis. The project's VMT analysis and mitigation measures to reduce the project' VMT below significance level is included in this memorandum.

The City's scoping agreement form including the LOS screening and VMT analysis included in this memo is attached to this memorandum (Attachment A). This memo incorporates City comments received on June 9, 2025 and August 21, 2025.

1 Project Description

The project would include construction of an industrial building of approximately 81,500 square feet (inclusive of approximately 55,000 square feet for manufacturing purposes and 20,000 square feet of fabrication, 3,250 square feet of office space, and 3,250 mezzanine space used for tire recycling uses). The project is located east of Fleetwood Drive and south of Via Ricardo in the City. Figure 1 illustrates the project's location. The project would relocate and expand an existing tire recycling operation (BJ Tire Recycling located at 14212 Santa Ana Avenue, Fontana) and add standard warehousing operation to the proposed industrial building. The project site also includes an outdoor storage area and parking for passenger cars and trucks. The proposed project would replace existing uses that are currently operational on site which generate nominal daily and peak-hour trips.

The City General Plan Land Use Map designates the project site as Heavy Industrial (HI) (City of Jurupa Valley, 2017), and part of the Specific Plan Overlay. The City's Zoning Map shows the site as being zoned as Manufacturing Heavy (M-H) (City of Jurupa Valley, 2022).

Figure 1 illustrates the project location. Regional access to the project site is available from State Route 60 to the south via Market Street. Additional regional access to the project site is available from Interstate 10 to the north. Local access to the proposed project would be via Market Street and Fleetwood Drive. Project access would be via Fleetwood Drive which is classified as an Industrial Collector in the General Plan (City of Jurupa, 2017). It is constructed as a two-lane roadway with center striping. Parking is allowed on either sides of Fleetwood Drive with some restrictions. It has a posted speed limit of 30 miles per hour near the project.

Figure 2 illustrates the existing and proposed transportation facilities near the project site. The nearest bicycle facility is the Santa Ana River Trail, a multi-use path (Class I) which is approximately 1,700 feet from the project site. The nearest bus stop is located approximately one-half mile from the project, at the intersection of Market Street and 24th Street.

The proposed project would be accessed via three full-access driveways: all on the western portion of the site on Fleetwood Drive. The northernmost driveway would be a 30-foot wide passenger vehicle driveway providing access to employee parking, truck loading and storage areas. The second driveway is located in the middle of the site and would be a 40-foot wide truck driveway, providing access to truck-loading and storage areas as well as EV and accessible parking spaces for employees. The southernmost driveway is 30-foot-wide passenger vehicle driveway that provides access to employee parking.

Vehicle parking for employees would be located in a parking lot on the north side of the project site and a parking lot on the south side of the project site. The project would include 99 parking spaces and 16 truck dock door positions. The project would provide 8 bicycle parking spaces (four long-term bicycle parking spaces and four short-term bicycle parking spaces) in the form of racks along southern side of the building. The site plan of the proposed project includes the detailed parking summary and is included as Attachment B.

2 Trip Generation

The following section provides an estimate of the daily and peak hour trip generation of the project.

2.1 Existing Tire Recycling Facility

The BJ Tire Recycling located at 14212 Santa Ana Avenue, Fontana was surveyed to estimate the daily and peak hour trips associated with the recycling use that is currently operational and is proposed to be relocated to the proposed project site in Jurupa Valley. Traffic counts were collected for 24 hours at the site from Monday through Friday in April and May 2024. Traffic count summary sheets are included in Attachment C.

A summary of the driveway count data collected is provided in Attachment C. Attachment C provides a detailed summary of the counts collected at driveway location along Santa Ana Avenue in Fontana. Table 1 summarizes the total daily and peak-hour trip generation for the existing site averaged over a period of five days. As shown on Table 1, the existing uses generate 165 daily trips, with 16 trips during the AM peak hour and 1 trip during the PM peak hour. Applying the passenger car equivalency (PCE) factors to convert the truck trips, the existing uses generate 266 daily trips, with 25 trips during the AM peak hour and 2 trips during the PM peak hour.

Table 1. Trip Generation at the Existing Tire Recycling Facility

Land Use	Daily Trips	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Existing Trip Generation[1]							
Passenger Cars	69	4	3	7	0	0	0
2-axle Trucks	46	3	2	5	0	1	1
3-axle Trucks	21	1	0	1	0	0	0
4+axle Trucks	28	1	1	2	0	0	0
Total Non PCE Trip Generation	**165**	**9**	**7**	**16**	**0**	**1**	**1**
Total PCE Trip Generation	**266**	**15**	**10**	**25**	**0**	**2**	**2**

Notes: PCE = passenger car equivalent
Some of the totals may not match exactly due to rounding.
1 Existing trip generation estimated from driveway traffic counts included in Attachment C.
2 Passenger Car Equivalent (PCE) factors are assumed to be 1.0 for passenger vehicles, 1.5 and 2.0 for 2-axle and 3-axle trucks, respectively, and 3.0 for 4-axle trucks per City of Jurupa Valley TIA Guidelines (August 2020).

2.2 Proposed Project

This section provides a summary of trip generation estimates for the project based on custom survey conducted the existing tire recycling facility and ITE's Trip Generation, 11th Edition, for Manufacturing use (ITE Code 140). Per information provided by the applicant, once relocated to the proposed project site, the tire recycling operation is anticipated to increase to 1.5 times of the existing operation. The passenger cars would account for approximately 42% of the total trips and truck trips would account for approximately 58% of total trips, like the split at the existing site. The truck fleet mix from the Fontana Truck Trip Generation Study August 2014, and the ITE Trip Generation were used to estimate project-related truck traffic from the manufacturing use. Based on the data, passenger cars would account for 90.5%trips of the total trips generated by a manufacturing facility, and truck trips would account for approximately 9.5% of the total trips. The total percentage of truck trips for both project types were further divided by 2-axle, 3-axle, and 4+ axle trucks per the Fontana study. These truck trips generated by the project were then converted to PCE trips by using the recommended PCE factors. PCE factors consistent with the City's TIA guidelines were used to estimate the total PCE trips for the project.

Table 2. Project Trip Generation Summary –Tire Recycling Operation

Land Use	Daily Trips	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Existing Trip Generation[1]							
Passenger Cars	104	6	4	10	0	1	1
2-axle Trucks	69	4	4	8	0	1	1
3-axle Trucks	32	1	1	2	0	0	0
4+axle Trucks	42	2	2	4	0	0	0
Total	**248**	**13**	**11**	**24**	**0**	**2**	**2**
Passenger Cars (1.0 PCE)	104	6	4	10	0	1	1
2-axle Trucks (1.5 PCE)	104	6	6	12	0	2	2
3-axle Trucks (2.0 PCE)	64	2	2	4	0	0	0
4+axle Trucks (3.0 PCE)	126	6	6	12	0	0	0
Total	**398**	**20**	**18**	**38**	**0**	**3**	**3**

Notes: PCE = passenger car equivalent
Some of the totals may not match exactly due to rounding.
1 Existing trip generation estimated from driveway traffic counts included in Attachment B.
2 Passenger Car Equivalent (PCE) factors are assumed to be 1.0 for passenger vehicles, 1.5 and 2.0 for 2-axle and 3-axle trucks, respectively, and 3.0 for 4-axle trucks per City of Jurupa Valley TIA Guidelines (August 2020).

As shown in Table 2, the proposed tire recycling operation would generate approximately 248 daily trips, with 24trips (13inbound and 11 outbound) in the AM peak hour, and 2 trips (0 inbound and 2 outbound) in the PM peak hour. Adjusting for PCE, the trip generation is approximately 398 daily PCE trips, 38 AM PCE peak hour trips (20 inbound and 18 outbound) and 3 PM PCE peak hour trips (0 inbound and 3 outbound).

Table 3. Project Trip Generation Summary – Warehousing Operation

Land Use	Daily Trip Rate/Unit		AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Trip Rate								
Manufacturing[1] (ITE Code 140)	4.75/TSF		0.52	0.16	0.68	0.23	0.51	0.74
Land Use	**Units**	**Daily**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Proposed	55.0 TSF	262	29	9	38	13	28	41

Land Use	Vehicle Classification (Percent)	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Trip Generation								
Vehicle Mix[2] and Non PCE Trips (55.0 TSF)	Passenger Cars (90.5%)	237	28	8	36	12	27	39
	2-axle Trucks (0.8%)	8	0	0	0	0	0	0
	3-axle Trucks (11.2%)	4	0	0	0	0	0	0
	4+axle Trucks (28.0%)	12	1	1	2	1	1	2
	Non PCE Trips	**262**	**29**	**9**	**38**	**13**	**28**	**41**
PCE Factors[3] and PCE Trips (55.0 TSF)	Passenger Cars (1.0 PCE)	237	28	8	36	12	27	39
	2-axle Trucks (1.5PCE)	12	0	0	0	0	0	0
	3-axle Trucks (2.0PCE)	9	0	0	0	0	0	0
	4+axle Trucks (3.0 PCE)	37	3	3	6	3	3	6
	Total PCE Trips	**295**	**31**	**11**	**42**	**15**	**30**	**45**

Notes: TSF = thousand square feet, PCE = passenger car equivalent
Some of the totals may not match exactly due to rounding.

1 Trip rates from the Institute of Transportation Engineers, Trip Generation, 11th Edition, 2021. Land Use Code 140 – Manufacturing.

2 Vehicle Mix and Percent from the Fontana Truck Trip Generation Study, August, 2004 and ITE, Trip Generation, 11th Edition, 2021.

3 Passenger Car Equivalent (PCE) factors are assumed to be 1.0 for passenger vehicles, 1.5 for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for 4-axle trucks per City of Jurupa Valley TIA Guidelines (August 2020).

As shown in Table 3, the proposed manufacturing use would generate approximately 262 daily trips with 38 trips (29 inbound and 9 outbound) in the AM peak hour, and 41 trips (13 inbound and 28 outbound) in the PM peak hour. Adjusting for PCE, the trip generation is 295 daily PCE trips, 42 AM PCE peak hour trips (31 inbound and 11 outbound) and 45 PM PCE peak hour trips (15 inbound and 30 outbound).

The project's total trip generation (non-PCE and PCE) summary for tire recycling and manufacturing use can be found in Table 4.

Table 4. Total Project Trip Generation Summary

Land Use	Daily Trips	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Tire Recycling (non-PCE)	248	13	11	24	0	2	2
Tire Recycling (PCE)	398	20	18	38	0	3	3
Manufacturing (non-PCE)	262	29	9	38	13	28	41
Manufacturing (PCE)	295	31	11	42	15	30	45
Total Non-PCE Trips	**510**	**42**	**20**	**62**	**13**	**30**	**43**
Total PCE Trips	**693**	**51**	**30**	**81**	**15**	**33**	**48**

Notes: PCE = passenger car equivalent
Some of the totals may not match exactly due to rounding.

As shown in Table 4, the proposed project would generate approximately 510 daily trips with 62 trips (42 inbound and 20 outbound) in the AM peak hour, and 43 trips (13 inbound and 30 outbound) in the PM peak hour. Adjusting for PCE, the total trip generation would be 693 daily PCE trips, 81 AM PCE peak hour trips (51 inbound and 30 outbound) and 48 PM PCE peak hour trips (15 inbound and 33 outbound).

3 LOS Screening Analysis

As shown in Attachment C, Table 2, based on the project location and site plan that shows project access driveways, 100% of the project trips would use Fleetwood Drive. Based on the regional roadway network and existing split of northbound and southbound traffic on Fleetwood Drive shown the ADT count, approximately 60% of the passenger car and truck trips from the project are anticipated to travel southbound towards Market Street and access SR-60. Approximately 40% of the passenger car and truck trips are anticipated to travel northbound on Fleetwood Drive to Agua Mansa Road. Applying this split of 60:40 to the project's highest non-PCE peak hour trip generation of 81 AM PCE trips, approximately 49 PCE trips would travel north along Fleetwood Drive and 32 PCE trips would travel south along Fleetwood Drive. The peak hour trips will also be distributed on three project driveways.

The proposed project would generate between 50 -100 AM or PM peak-hour trips; however, as explained above, it would not add 50 or more PCE trips to any driveway or off-site intersection. Therefore, per City's TIA Guidelines (August 2020), it would not warrant a Focused Transportation Assessment or a Transportation Impact Analysis (TIA). Attachment A includes the City's Traffic Scoping Form to support screening from LOS analysis and requirements of a TIA report.

4 VMT Analysis

In December 2018, CEQA Guidelines were updated to include a threshold for evaluating traffic impacts using the VMT methodology. This new methodology was required to be used statewide beginning on July 1, 2020. The CEQA Guidelines Section 15064.3, "Determining the Significance of Transportation Impacts" state that "generally, vehicle miles traveled (VMT) is the most appropriate measure of transportation impacts" and define VMT as "the amount and distance of automobile travel attributable to a project." It should be noted that "automobile" refers to on-road passenger vehicles, specifically cars and light trucks. OPR has clarified in the Technical Advisory on Evaluating

Transportation Impacts in CEQA (OPR 2018) (Technical Advisory) and informational presentations that heavy-duty truck VMT is not required to be included in the estimation of a project's VMT. Other relevant considerations may include the effects of the project on transit and non-motorized traveled.

Based on OPR's Technical Advisory, WRCOG prepared a WRCOG SB 743 Implementation Pathway Document Package (WRCOG 2019) to assist its member agencies with implementation tools necessary to adopt analysis methodology, impact thresholds and mitigation approaches for VMT. The City TIA Guidelines allow use of WRCOG VMT Evaluation tool to screen and analyze VMT per capita or employee for some type of projects.

4.1 Methodology

This section summarizes the methodologies used to perform the project's VMT screening and analysis. The methodologies described are consistent with City's TIA Guidelines. There are three types of screening that may be applied to screen projects from conducting a detailed project-level assessment:

A. **Transit Priority Area (TPA) or High-Quality Transit Area (HQTA) Screening:** Projects located within a TPA or HQTA[1] may be presumed to have a less than significant impact absent substantial evidence to the contrary. Riverside Transit Route 29 provides bus service within ½ mile of the proposed project, northeast of the intersection of Market Street and 24th Street. However, based on peak commute period frequency of one hour to an hour and a half of this route, the project location is not considered to be within a TPA, and therefore cannot be screened out using this criterion.

B. **Project Type Screening:** Some project types such as local-serving retail, schools, parks, hotels, community colleges, and projects generating less than 250 daily trips[2] may be presumed to have a less than significant impact absent substantial evidence to the contrary. The proposed project is not screened out using project type criteria as it is not a local serving use. As shown in Table 4, the proposed project is estimated to generate a total of a total of 342 daily trips, with 34 AM peak hour trips and 12 PM peak hour trips. Therefore, the project cannot be screened out using 250 daily project trips criterion.

C. **Low VMT Area Screening:** Residential and office projects consistent with the City's General Plan and located within a low VMT-generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary. In addition, other employment-related and mixed-use land use projects may qualify for the use of screening if the project can reasonably be expected to generate VMT per capita or per employee that is consistent with the existing land uses in that low VMT generating area and is consistent with RTP/SCS assumptions or the project improves VMT per capita or per employee compared

1 A TPA is defined as a ½ mile radius around an existing or planned major transit stop or an existing stop along a high quality transit corridor. An HQTA is defined as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. A map of HQTAs can be reviewed on SCAG's website. https://scag.ca.gov/data-tools-geographic-information-systems

2 This threshold ties directly to the OPR technical advisory and notes that CEQA provides a categorical exemption for existing facilities, including additions to existing structures of up to 10,000 square feet, so long as the project is in an area where public infrastructure is available to allow for maximum planned development and the project is not in an environmentally sensitive area. (CEQA Guidelines, § 15301, subd. (e)(2).) City experience is that projects approximately twice this size do not show a substantially different impact assuming a linear rate of trip growth. Typical project types for which trip generation increases relatively linearly with building footprint or number of units (i.e., residential, general office building, single tenant office building, office park, and business park) generate or attract an additional 220-250trips per 20,000square feet. Therefore, absent substantial evidence otherwise, it is reasonable to conclude that the addition of 250 or fewer trips could be considered not to lead to a significant impact.

to the RTP/SCS. As shown in the VMT analysis below, the proposed project would not be screened out using the WRCOG VMT Evaluation tool, however as shown in Section 4.3.2 by using VMT Reduction Measures in the tool, the project's VMT can be reduced to result in a less than significant impact.

4.2 Thresholds of Significance

The updated CEQA Guidelines themselves do not establish a significance threshold, the OPR's Technical Advisory and the City TIA's guidelines recommend a threshold of significance to determine potential project generated VMT impacts and project's effect on VMT impacts. Per City's guidelines, the total VMT per service population or the VMT associated with either home-based trips for residential projects or home-based work trips for employment generating projects (e.g. office, industrial, commercial) may be used for the impact analysis.

A project would result in a significant project generated VMT impact if either of the following conditions are satisfied:

- For office and industrial projects its net VMT per employee exceeds the City's average VMT per employee.

Based on the conditions mentioned above, the efficiency metric of average VMT per employee has been used to assess the project's VMT impact. The threshold of greater than the City's average VMT per employee would apply to determine the project's transportation impact.

If a project is consistent with the regional RTP/SCS, then the cumulative impacts shall be considered less than significant subject to consideration of other substantial evidence. If it is not consistent with the RTP/SCS, a project would result in a significant VMT impact if:

- For office and industrial projects its cumulative project-generated VMT per employee exceeds the average VMT per employee for Jurupa Valley in the RTP/SCS horizon-year.

4.3 Vehicle Miles Traveled Screening and Analysis

4.3.1 VMT Screening for Land Use Projects

The OPR's Technical Advisory suggests that agencies may screen out VMT impacts using project size, maps, transit availability, and provision of affordable housing. The guidance recommended by OPR has been modified by the City Transportation Study Guidelines 2020 to be better suited to local and sub-area conditions of Jurupa Valley. As mentioned in Section 4.1, the proposed project would not be screened out using the City's low VMT area criterion for screening, however it would pass the screening using reduction measures provided in the tool that would be implemented by the applicant as project design features.

4.3.2 VMT Analysis

Per City's TIA Guidelines, projects that are not screened out using the criteria described above but are consistent with the general plan can typically tier from the City's General Plan EIR and won't need an independent VMT analysis. As mentioned above, residential and office projects located within a low VMT-generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary. The proposed project is an industrial development (consistent with the General plan land use) and is likely to have commute

characteristics similar to other employee uses in the traffic analysis zone (TAZ)[3]. Therefore, the total VMT per worker at the TAZ level was used for comparing with the VMT thresholds at subarea level. The VMT Screening Tool published by WRCOG was used to determine the total VMT per worker in the TAZ in which the proposed project is located. The WRCOG Screening Tool VMT map is available on the following link.

- http://gis.fehrandpeers.com/WRCOGVMT/

The WRCOG tool uses the Southern California Association of Governments (SCAG) travel forecasting model to measure VMT performance for individual TAZs.

The project site is designated as Heavy Industrial in the City of Jurupa's General Plan Land use (City of Jurupa, 2023), which allows for a minimum lot size of 10,000 square feet.

Figure 3 provides the WRCOG VMT Evaluation Tool summary for the project site. The project is located within TAZ 889 of the SCAG model and is comprised of 4 parcels. All of the project's parcels are located in TAZ 889 of the model. The VMT per worker of this TAZ is 17.4 which is greater than the jurisdiction baseline VMT of 17.0. Therefore, the project VMT is 2.35% greater than the baseline VMT per employee). Because the TAZ or project's VMT per employee exceeds the City's average VMT per employee, the proposed project would result in a potentially significant VMT impact. The proposed project would require VMT reduction measures which are described in the next section.

Table 5. Project VMT Summary

Criteria	VMT per Employee
Jurisdiction (Baseline) VMT	17.0
VMT Threshold (below Baseline)	17.0
TAZ VMT (Project VMT)	17.4
% Difference	2.35%
Project VMT Impact	Potentially Significant
% Reduction possible with Mitigation Measures (see Table 6 below)	4.06%
Project VMT Impact with Mitigation Measures	Less than significant

Notes: VMT - Vehicle Miles Traveled

4.3.3 VMT Reduction Measures

To mitigate project's VMT impacts, the project applicant must reduce VMT, which can be done by either reducing the number of automobile trips generated by the project or by reducing the distance that people drive. The following strategies are available to achieve this:

1. Modify the project's built environment characteristics to reduce VMT generated by the project.
2. Implement Transportation Demand Management measures to reduce VMT generated by the project; and/or

[3] TAZs are geographic polygons similar to Census block groups used to represent areas of homogenous travel behavior.

3. Participate in a VMT/fee program and/or VMT mitigation exchange/banking program to reduce VMT from the other project or other land uses to achieve acceptable levels.

Strategies that reduce single-occupant automobile trips or reduce travel distances are called Transportation Demand Management (TDM) strategies. From a review of strategies included in the City's TIA Guidelines and the California Air Pollution Control Officers Association (CAPCOA) Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (2024) (GHG Reduction Handbook), the following measures have been selected to reduce project's VMT:

Table 6. Transportation Demand Management Measures

Trip Reduction Program	Description	Maximum Reduction Possible	Project Reduction Possible
T-7	Implement Commute Trip Reduction Marketing: This measure will implement a marketing strategy to promote the project site employer's CTR program. Information sharing and marketing promote and educate employees about their travel choices to the employment location beyond driving such as carpooling, taking transit, walking, and biking, thereby reducing VMT and GHG emissions.	4.0%	Assuming 100% employees are eligible for program, a 4% reduction can be achieved by the project. See Attachment D for details on project VMT reduction.
T-10	Provide End of Trip Bicycle Facilities: This measure will install and maintain end-of-trip facilities for employee use. End-of-trip facilities include bike parking, bike lockers, showers, and personal lockers. The provision and maintenance of secure bike parking and related facilities encourages commuting by bicycle, thereby reducing VMT and GHG emissions.	0.06%	For Riverside-San Bernardino-Ontario area, a 0.30% reduction can be achieved. See Attachment D for details on project VMT reduction.

Source: CAPCOA 2021 and Attachment D
Note: VMT = vehicle miles traveled

Based on the review of applicable trip reduction measures to the project, following measures as part of T-5 Commute Trip Reduction Program have been selected to calculate possible reduction:

T-7 Implement Commute Trip Reduction Marketing (4.0%)

T-10 Provide End of Trip Bicycle Facilities (0.06%)

See Attachment D for calculation of project VMT reduction % corresponding to measures T-7 and T-10.

To calculate VMT reduction under each component, the following formula is used:

VMT Reduction% = 1 – [(1 – 4.0%) * (1 – 0.06%)] = 4.06%

A VMT reduction of 4.06% would be achieved through the implementation of CTR measures. A reduction of 2.35% is required to reduce the VMT per employee to at or below regional level. As shown below, **MM TRA-1 Trip Reduction Program** and **MM TRA-2 Provide End of Trip Bicycle Facilities** would be implemented by the project's tenants to reduce the project's VMT.

Because the project is consistent with the General Plan land use designation of Heavy Industrial use, it is presumed to be consistent with the regional RTP/SCS. The project's cumulative impacts would be less than significant. The project would continue to implement MM-TRA-1 Trip Reduction Measures and would provide adequate bicycle parking per MM TRA-2.

The following mitigation measure would be implemented to reduce the project's VMT impact described in Section 4:

MM TRA-1 Trip Reduction Program: Prior to the issuance of first Certificate of Occupancy, the project tenant will prepare a Trip Reduction program. The program shall include the following components:

a. Set-up a Transportation Kiosk, either physically on-site or online, with transportation information that employees could access at work or on their smart phones or personal computers. If an online kiosk, information can be available on the company's website (or intranet, or internal website). The project developer or property manager will have responsibility for setting up and maintaining the information center. The Transportation Kiosk will have site-specific information about all the measures, services, and facilities discussed in this Program. In addition, the information center will include:
   i. A summary of local bus routes and local bicycle facilities to provide further information about their routes and schedules, online or on-site sale of transit passes and the incentive programs available to transit users.
   ii. Information about ride matching services and on-site ride matching) and the incentive programs available to carpools.
   iii. Information about online commuter information for services such as Uber, Lyft, and other on-demand transportation services.
   iv. A local bikeways map and bicycling resources
   v. Availability of bicycle parking facilities such as lockers and amenities including bike pumps, repair stations, full coverage lighting and security cameras.

b. The project tenant shall designate one employee as a transportation coordinator to ensure all the above information is available to employees. The transportation coordinator shall also facilitate carpool or ride matching opportunities for employees to reduce single occupancy vehicle trips to the extent feasible. The transportation coordinator shall ensure that during emergencies or unexpected schedule changes guaranteed ride home service is available to individuals who use alternative transportation modes such as transit or bike.

MM TRA-2 Provide End of Trip Bicycle Facilities: The project will provide 8 bicycle parking spaces (four long-term bicycle parking spaces and four short-term parking spaces) which exceeds the City's parking

code requirement [4]. The bicycle parking spaces will consist of bicycle racks and the project will provide bicycle lockers near the parking area. Where possible, appropriate designed electrical outlets will be included near the bicycle racks for charging electric bicycles (E-bikes).

With the above mentioned VMT reduction measures incorporated, the proposed project would have a **less than significant impact to VMT**.

5 Conclusions

Based on the trip generation analysis above and adjusting for PCE, the proposed project would generate approximately 62 new AM peak-hour trips (42 inbound and 20 outbound) and 43 PM peak-hour trips (13 inbound and 30 outbound). Adjusting for PCE, the project would generate approximately 81 new AM PCE peak-hour trips (51 inbound and 30 outbound) and 48 PM PCE peak-hour trips (15 inbound and 33 outbound). As such, the trips generated by the proposed project would distribute via Fleetwood Drive to Agua Mansa Road and Market Street would not result in 50 or more peak hour PCE trips at any driveway or off-site intersection in its vicinity. Per the City's TIA guidelines and project trip generation estimates, the proposed project would not be required to prepare a focused or detailed LOS analysis.

Based on the VMT analysis above, the proposed project would result in a potentially significant VMT impact because the project's VMT per employee exceeds the City's average VMT per employee. With implementation of VMT reduction measures **MM TRA-1 Trip Reduction Program** and **MM TRA-2 Provide End of Trip Bicycle Facilities**, the project would result in a **less-than-significant VMT impact**.

6 References

California Air Pollution Control Officers Association. 2024. *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity.* December 2021. https://www.caleemod.com/documents/handbook/full_handbook.pdf

City of Fontana. 2003. *Truck Trip Generation Study, August 2003.*

City of Jurupa Valley. 2017. *2017 General Plan: Appendix 1.0 – City Council Resolutions*. September 2017. https://www.jurupavalley.org/DocumentCenter/View/221/04-2019-2017-General-Plan-Appendices-PDF

City of Jurupa Valley. 2023. *City of Jurupa Valley Municipal Code*. December 2023. https://library.municode.com/ca/jurupa_valley/codes/municipal_code?nodeId=15360

City of Jurupa Valley. 2020. *City of Jurupa Valley Traffic Impact Analysis Guidelines: Methodologies and Requirements for General Plan Compliance Analysis and CEQA VMT Analysis.* August 2020.

[4] Per City's Code, there should be 1 bicycle parking space for every 25 car parking spaces, therefore 100 car parking spaces = 4 bicycle parking spaces.

https://www.jurupavalley.org/DocumentCenter/View/1480/City-of-Jurupa-Valley-TIA-Preparation-Guidelines-2020---August-2020_v2-PDF

City of Jurupa Valley. 2023. *City of Jurupa Valley – Zoning Map*. April 2023. https://www.jurupavalley.org/DocumentCenter/View/2751/01-Zoning-Map-04192023?bidId=

ITE (Institute of Transportation Engineers). 2021. *Trip Generation Manual*. 11th ed.

OPR (California Governor's Office of Planning and Research). 2018. *Technical Advisory on Evaluating Transportation Impacts in CEQA*. December 2018. Accessed May 2020. http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf.



SOURCE: GAA Architects, 2024; Bing Maps 2024

DUDEK

NOT TO SCALE

FIGURE 1

Project Location

Fleetwood Industrial Building

Nov 04, 2024 - 2:46pm tmatthews P:\300 Environmental\15946 Fleetwood Jurupa Valley\02 Dudek Work Products\01 Documents\03 Technical Reports\Transportation\Graphics\Fleetwood Ind Bldg_TRAF.dwg Layout: Fig1-StudyArea



SOURCE: Bing Maps 2024

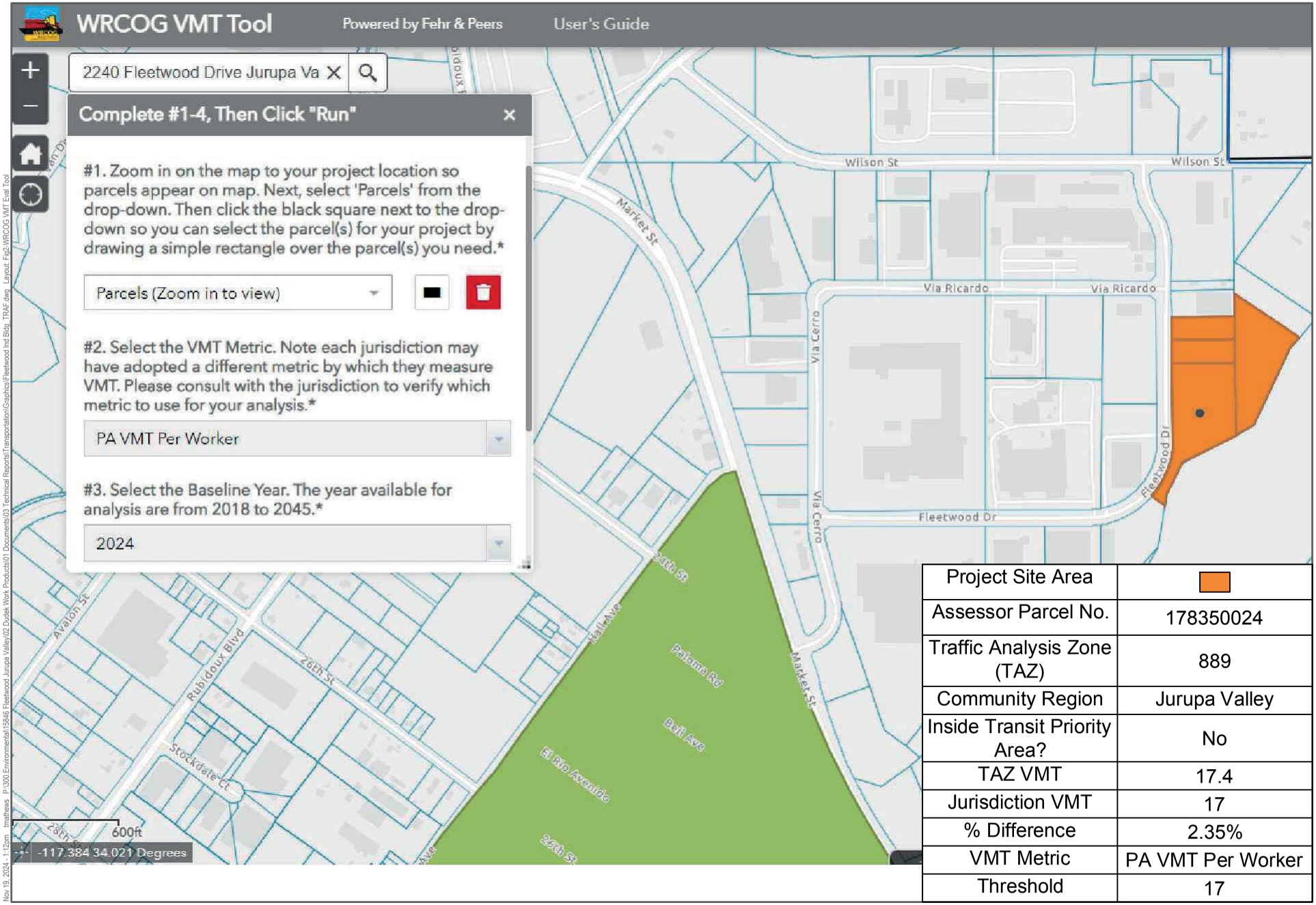
DUDEK

NOT TO SCALE

FIGURE 2

Existing and Proposed Transportation Facilities near the Project Site

Fleetwood Industrial Building



Project Site Area	
Assessor Parcel No.	178350024
Traffic Analysis Zone (TAZ)	889
Community Region	Jurupa Valley
Inside Transit Priority Area?	No
TAZ VMT	17.4
Jurisdiction VMT	17
% Difference	2.35%
VMT Metric	PA VMT Per Worker
Threshold	17

SOURCE: Western Riverside Council of Governments, 2019

DUDEK

NOT TO SCALE

FIGURE 3

WRCOG VMT Evaluation Tool Summary for the Project Site

Fleetwood Industrial Building

Attachment A

Traffic Scoping Form

A. City of Jurupa Valley Development Project Scoping Form

This scoping form shall be submitted to the City of Jurupa Valley to assist in identifying infrastructure improvements that may be required to support traffic from the proposed project.

Project Identification:

Case Number:	N/A
Related Cases:	
SP No.	
EIR No.	
GPA No.	
CZ No.	
Project Name:	Fleetwood Industrial Project
Project Address:	2240 Fleetwood Drive, Jurupa Valley, CA 92509
Project Opening Year:	2026
Project Description:	The project is approximately 81,500 square feet and consists of manufacturing, tire recycling facilities, and ancillary office spaces.

	Consultant:	**Developer:**
Name:	Sabita Tewani, AICP, PTP	Hovel Babikian, P.E.
Address:	Dudek, 605 Third St	
	Encinitas, CA 92024	
Telephone:	760-479-4109	626-825-1817
Fax/Email:	stewani@dudek.com	mrhovel@gmail.com

Trip Generation Information:

Trip Generation Data Source: ITE 11th edition, 2021, custom survey

Current General Plan Land Use: Heavy Industrial

Proposed General Plan Land Use: Heavy Industrial

Current Zoning: Manufacturing Heavy

Proposed Zoning: Manufacturing Heavy

	Existing Trip Generation			Proposed Trip Generation		
	In	Out	Total	In	Out	Total
AM Trips	-	-	-	51	30	81
PM Trips	-	-	-	15	33	48

See attached Table 1 for detailed trip generation.

Internal Trip Capture: ☐ Yes ☒ No (_____% Trip Discount) The project is not mixed use and would not generate internal trips.

Pass-By Allowance: ☐ Yes ☒ No (_____% Trip Discount) The project use is industrial and would not generate pass-by trips.

Potential Screening Checks

Is your project screened from specific analyses?

Is the project screened from LOS assessment? ☒ Yes ☐ No

LOS screening justification (see Pages 2-3 of the guidelines): The proposed project would not add 50 or more AM or PM peak hour PCE trips to any driveway or intersection therefore, the project is exempted from LOS assessment.

Is the project screened from VMT assessment? ☐ Yes ☒ No

VMT screening justification (see Pages 13-16 of the guidelines): VMT analysis was conducted using the WRCOG VMT evaluation tool which found that the project's VMT per worker would exceed the jurisdiction VMT and result in a VMT impact. The Project will implement VMT reduction measures noted in the memo to reduce its VMT impact to less than significant.

Level of Service Scoping

- Proposed Trip Distribution (Attach Graphic for Detailed Distribution):

North		South		East		West	
N/A	%	N/A	%	N/A	%	N/A	%

- Attach list of Approved and Pending Projects that need to be considered (provided by the Planning Department and adjacent agencies)
- Attach list of study intersections/roadway segments
- Attach site plan
- Other specific items to be addressed:
  - Site access
  - On-site circulation
  - Parking
  - Consistency with Plans supporting Bikes/Peds/Transit
  - Other _____
- Date of Traffic Counts N/A
- Attach proposed analysis scenarios (years plus proposed forecasting approach)
- Attach proposed phasing approach (if the project is phased)

VMT Scoping

For projects that are not screened, identify the following:

- Travel Demand Forecasting Model Used Not applicable
- Attach WRCOG Screening VMT Assessment output or describe why it is not appropriate for use
- Attach proposed Model Land Use Inputs and Assumed Conversion Factors (attach)

T ble 1. Trip Gener tion for Fleetwood Drive

L nd Use	ITE Code	Size/Units	D ily	AM Pe k Hour			PM Pe k Hour		
				In	Out	Tot l	In	Out	Tot l
TRIP RATES									
M nuf ctuing[1]	140	TSF	4.75	0.52	0.16	0.68	0.23	0.51	0.74
Tire Reycling F cility	Custom Survey								
Existing Tire Recycling Facility[2]									
Tire Recycling F cility	Custom Survey		**165**	**9**	**7**	**16**	**0**	**1**	**1**
P ssenger Vehicles		42.0%	69	4	3	7	0	0	0
Trucks		58.0%	96	5	4	9	0	1	1
2-Axle Trucks		*48.3%*	*4*	*3*	*2*	*5*	*0*	*1*	*1*
3-Axle Trucks		*22.4%*	*21*	*1*	*0*	*1*	*0*	*0*	*0*
4+-Axle Trucks		*29.3%*	*28*	*1*	*1*	*3*	*0*	*0*	*0*
Existing Facility Trip Generation Non-PCE			***165***	***9***	***7***	***16***	***0***	***1***	***1***
Existing Facility Trip Generation PCE			***266***	***15***	***10***	***25***	***0***	***2***	***2***
Proposed Project (Tire Recycling Facility & Manufacturing)									
Tire Recycling F cility[3]	From custom survey	TSF	248	13	11	24	0	2	2
P ssenger Vehicles		42.0%	104	6	4	10	0	1	1
Trucks		58.0%	144	7	7	14	0	1	1
2-Axle Trucks		48.3%	9	*4*	*4*	*8*	*0*	*1*	*1*
3-Axle Trucks		22.4%	*32*	*1*	*1*	*2*	*0*	*0*	*0*
4+-Axle Trucks		29.3%	*42*	*2*	*2*	*4*	*0*	*0*	*0*
Tire Recycling Trip Generation non-PCE			***2 8***	***13***	***11***	***2***	***0***	***2***	***2***
		PCE F ctor[5]							
P ssenger Vehicles		1.0	*104*		*4*	*10*	*0*	*1*	*1*
2-Axle Trucks		1.5	*104*			*12*	*0*	*2*	*2*
3-Axle Trucks		2.0	*4*	*2*	*2*	*4*	*0*	*0*	*0*
4+-Axle Trucks		3.0	*12*			*12*	*0*	*0*	*0*
Tire Recycling Trip Generation PCE			**398**	**20**	**18**	**38**	**0**	**3**	**3**
M nuf cturing[1]	150	55.000 TSF	262	29	9	38	13	28	41
Vehicle Mix[4]		**Percent[4]**							
P ssenger Vehicles		90.5%	237	28	8	36	12	27	39
Trucks		9.5%	25	1	1	2	1	1	2
2-Axle Trucks		*32.7%*	*8*	*0*	*0*	*0*	*0*	*0*	*0*
3-Axle Trucks		*17.9%*	*4*	*0*	*0*	*0*	*0*	*0*	*0*
4+-Axle Trucks		*49.4%*	*12*	*1*	*1*	*2*	*1*	*1*	*2*
Manufacturing Trip Generation Non-PCE			***262***	***29***	***9***	***38***	***13***	***28***	***41***
		PCE F ctor[5]							
P ssenger Vehicles		1.0	237	28	8	36	12	27	39
2-Axle Trucks		1.5	12	0	0	0	0	0	0
3-Axle Trucks		2.0	9	0	0	0	0	0	0
4+-Axle Trucks		3.0	37	3	3	6	3	3	6
Maufacturing Trip Generation PCE			***295***	***31***	***11***	***42***	***15***	***30***	***45***
Total Project Trip Generation (non-PCE)			***510***	***42***	***20***	***62***	***13***	***30***	***43***
Total Project Trip Generation (PCE)			***693***	***51***	***30***	***81***	***15***	***33***	***48***

Notes: TSF = Thous nd Squ re Feet; PCE = P ssenger C r Equiv lent

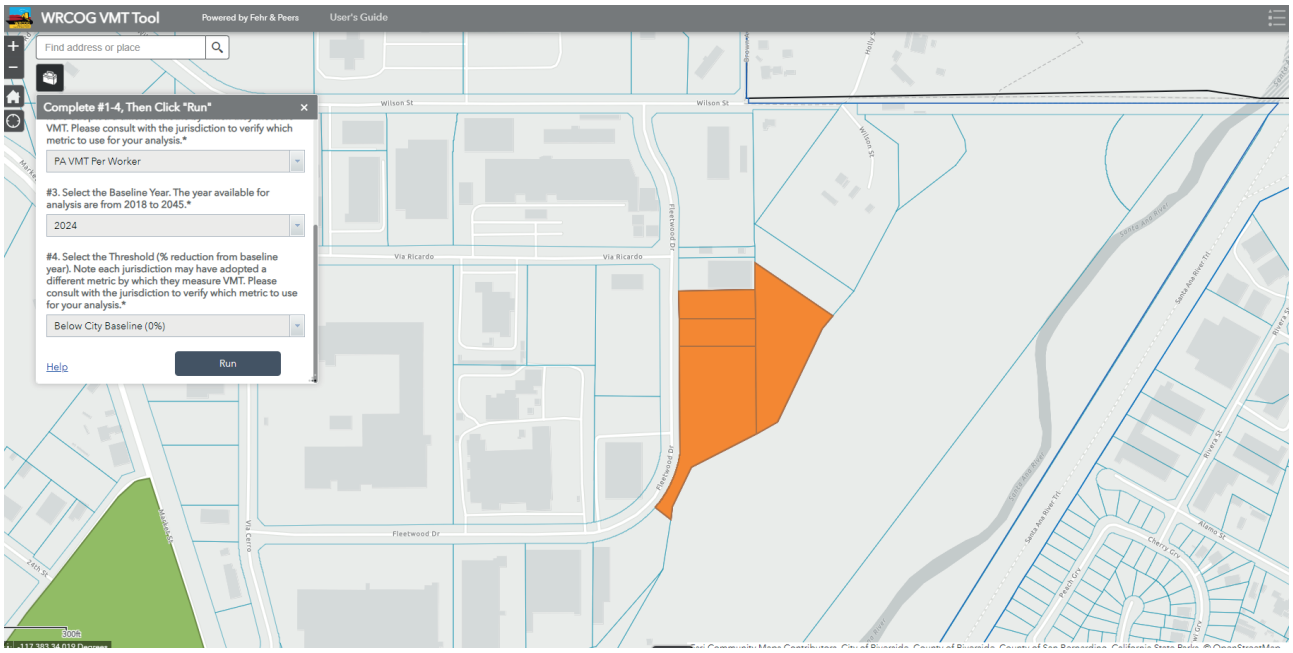
[1]Trip r tes from the Institute of Tr nsport tion Engineers (ITE), *Trip Generation, 11th Edition, 2021.*

[2] BJ Tire F cility t 14212 S nt An Ave, Font n w s surveyed to estim te the trip gener tion from the exisitng oper tion.

[3] Per pplic nt provided inform tion, the proposed oper tion t the project site (2240 Fleetwood Dr) would be 1.5 times the existing oper tion t the Font n site.

[4] Vehicle Mix nd Percent derived from the Font n Truck Trip Gener tion Study, August, 2004 nd ITE, Trip Gener tion, 11th Edition, 2021.

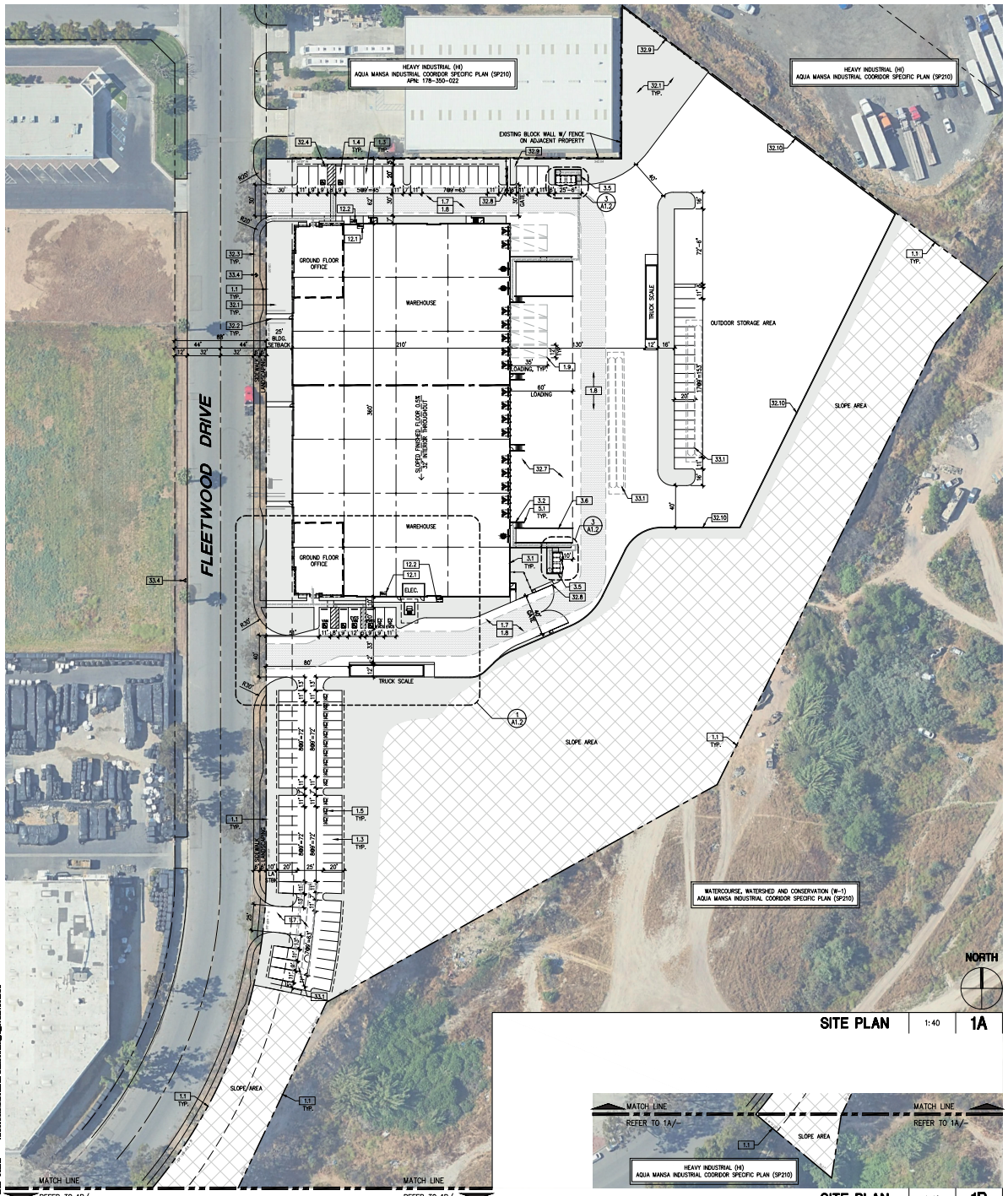
[5] P ssenger C r Equiv lent (PCE) f ctors per the City of Jurup V lley TIA Guidelines, 2020.



OBJECTID	1
Completely within a TPA?	No (Fail)
Within a low VMT generating TAZ?	No (Fail)
Note	Screening results are based on location of parcel centroids. If results are desired considering the full parcel, please refer to the associated map layers to visually review parcel and TAZ boundary relationship.
Community Regions have different thresholds (1=Yes, 0=No)	0
SHAPE_Length	1224.4232627854417
SHAPE_Area	57909.81492582143
BJECTID	1
Assessor Parcel Number (APN)	178350024
Traffic Analysis Zone (TAZ)	889
Community Region	JURUPA VALLEY
Inside a Transit Priority Area (TPA)	No
TAZ VMT	17.4
Jurisdiction VMT	17
% Difference	2.35%
VMT Metric	PA VMT Per Worker
Threshold	17
Community Regions have different thresholds (1=Yes, 0=No)	0
Note	Screening results are based on location of parcel centroids. If results are desired considering the full parcel, please refer to the associated map layers to visually review parcel and TAZ boundary relationship.

Attachment B

Site Plan



SITE PLAN | 1:40 | 1A

SITE PLAN | 1:40 | 1B

SITE INFORMATION

APN:
178-350-026, -029, -030, 024

LEGAL DESCRIPTION:
SEE CIVIL

LAND USE / ZONING:

GENERAL PLAN:	HEAVY INDUSTRIAL (HI)
ZONING:	M–H MANUFACTURING HEAVY
SPECIFIC PLAN:	AQUA MANSA INDUSTRIAL COORDOR SPECIFIC PLAN
EXISTING LAND USE:	VACANT

SCHOOL DISTRICT:
JURUPA UNIFIED SCHOOL DISTRICT

CODE ANALYSIS:

2019 CBC CODE	
BUILDING OCCUPANCY:	B, F, S–1
CONSTRUCTION TYPE:	II–B
FIRE SPRINKLERS (AUTOMATIC):	YES
STORIES:	1

ZONING ANALYSIS:

MAX COVERAGE/FAR:	NO MAX
REQ. LANDSCAPING:	10%
MAX. BLDG HEIGHT:	NO LIMIT
FRONT YARD BLDG. SETBACK:	25'
SIDE YARD BLDG. SETBACK:	0'
REAR YARD BLDG. SETBACK:	0'

PARKING/LOADING

STANDARD STALL:	9'x20' (INCLUDING 2' OVERHANG)
STANDARD END STALL:	11x20' (INCLUDING 2' OVERHANG)
MIN. AISLE:	25' FOR 90 DEGREE PARKING AREAS 24' FIRE DEPARTMENT ACCESS LANES

UTILITIES:

WATER:	RUBIDOUX COMM. SERV. DISTRICT (RCSD)
SEWER:	RUBIDOUX COMM. SERV. DISTRICT (RCSD)
GAS:	SOUTHERN CA GAS COMPANY
ELECTRIC:	SOUTHERN CA EDISON
SOLID WASTE:	BURRTEC WASTE INDUSTRIES
PHONE:	AT&T, T–MOBILE, SPECTRUM, VERIZON
INTERNET:	AT&T, T–MOBILE, SPECTRUM, VERIZON

SITE PLAN & CITY NOTES

NOTES:
- THE PROPERTY IS WITHIN A SPECIFIC PLAN.
- THIS AREA IS NOT SUBJECT TO LIQUEFACTION OR OTHER GEOLOGIC HAZARDS WITHIN A SPECIAL STUDIES ZONE.
- THIS PROPERTY IS NOT SUBJECT TO OVERFLOW, INUNDATION, OR FLOOD HAZARD.
- SUBSURFACE SEPTIC SEWAGE IS NOT INTENDED FOR THIS SITE.
- THE PROPERTY DOES NOT CONTAIN ANY FLAMMABLE/COMBUSTIBLE MATERIALS OR WASTE.
- THE PROPERTY'S WATER QUALITY FEATURES ARE SHOWN AS PART OF THE CIVIL PACKAGE.
- LOADING SPACES WILL BE PAVED WITH CONCRETE.
- SERVICE GATES WILL BE MANUALLY OPERATED W/ KNOX PAD LOCK.
- SIGN PROGRAM WILL BE UNDER SEPARATED PERMIT.
- NO ABOVE/UNDERGROUND TANKS ARE PROVIDED.
- SITE PLAN SHALL MEET ALL ENGINEERING & NPDES REQUIREMENTS.

FIRE DEPARTMENT NOTES:
- FIRE DEPARTMENT ACCESS SHALL COMPLY WITH FIRE DEPARTMENT FIRE PROTECTION STANDARDS.

CALGREEN NOTES:
- PROJECT SITE IS LARGER THAN ONE ACRE – A STORM WATER POLLUTION PLAN IS REQUIRED (CG 5.106.1).
- VISITOR BICYCLE PARKING RACKS SHALL BE PROVIDED WITHIN 200 FEET OF BUILDING ENTRANCES, FOR A MINIMUM OF 5% NEW VISITOR VEHICULAR PARKING (CG 5.106.4.1).
- IN BUILDINGS WITH OVER 10 TENANT–OCCUPANTS, SECURE, LONG–TERM BICYCLE ENCLOSURES OR LOCKERS SHALL BE PROVIDED ON–SITE, FOR A MINIMUM OF 5% NEW TENANT VEHICULAR PARKING (CG 5.106.5.1). COMPLIANCE WITH THIS SECTION WILL BE PROVIDED IN EACH PERMIT FOR TENANT IMPROVEMENT INDOORS IN AMOUNTS PROPORTIONAL TO THE PARKING REQUIRED FOR EACH TENANT IMPROVEMENT.
- "CLEAN AIR" PARKING SPACES SHALL BE PROVIDED ON SITE FOR CARPOOLS & FUEL–EFFICIENT VEHICLES, FOR A MINIMUM NUMBER OF SPACES PROPORTIONAL TO REQUIRED VEHICLE PARKING PER CALGREEN TABLE (CGS.106.5.2).
- LIGHTING DESIGN SHALL LIMIT GLARE AND UPLIGHT AND COMPLY WITH LOCAL CODES AND CALGREEN (CG 5.106.8).
- THIS PROJECT'S PLUMBING FIXTURES SHALL BE 20% WATER–CONSERVING (CG 5.303.2). BEING A SHELL BUILDING, COMPLIANCE WITH THIS SECTION WILL BE PROVIDED IN EACH PERMIT FOR TENANT IMPROVEMENT.
- FOR PROJECTS WITH OVER 1,000 S.F. OF LANDSCAPING, SEPARATE SUBMETERS OR METERING DEVICES SHALL BE INSTALLED FOR OUTDOOR POTABLE WATER USE, AND IRRIGATION SYSTEM SHALL HAVE WEATHER– OR SOIL MOISTURE–BASED AUTOMATIC CONTROLLERS (CG 5.304.2&3).
- A CONSTRUCTION WASTE MANAGEMENT PLAN SHALL BE DEVELOPED, DEMONSTRATING A MINIMUM OF 50% RECYCLING AND/OR SALVAGING OF NON–HAZARDOUS CONSTRUCTION WASTE AND COMPLYING WITH CALGREEN REQUIREMENTS (CG 5.408.1).
- 100% OF LAND–CLEARED SOILS AND VEGETATION SHALL BE REUSED OR RECYCLED (CG 5.408.3).
- PER SECTION 5.410.2, EXCEPTIONS 1 & 2, COMMISSIONING IS NOT REQUIRED FOR DRY STORAGE WAREHOUSES OR AREAS USED FOR OFFICES LESS THAN 10,000 SF IN DRY STORAGE WAREHOUSES. (CG 5.410.2).
- ALL CONSTRUCTION MATERIALS TO COMPLY WITH THE VOC AND TOXIN LIMITS LISTED (CG 5.504).
- SMOKING SHALL BE PROHIBITED WITHIN 25 FEET OF BUILDING ENTRIES, AIR INTAKES, AND OPERABLE WINDOWS (CG 5.504.7).

SITE PLAN KEYNOTES

1.0 GENERAL
- 1.1 PROPERTY LINE/ R.O.W. – REFER TO CIVIL DRAWINGS
- 1.2 EASEMENT – REFER TO CIVIL DRAWINGS
- 1.3 STANDARD PARKING STALL(S) – TYP.
- 1.4 ADA–ACCESSIBLE PARKING STALL(S)
- 1.5 EV (CAPABLE) EVSE PARKING STALL(S) PER CALGREEN 5.106.5.3.1
- 1.6 EVCS PARKING STALL(S) PER CALGREEN 5.106.5.3.2
- 1.7 2–WAY DRIVE AISLE
- 1.8 FIRE DEPT. ACCESS DRIVE: 24'WIDE MIN.
- 1.9 LOADING SPACE (10'x35' x 14' HEIGHT), TYP. AT LOADING DOCK; SPACES SHALL BE PAVED WITH 6" OF CONCRETE

3.0 CONCRETE
- 3.1 TILT–UP CONCRETE BUILDING WALL
- 3.2 CONCRETE STAIR W/ HANDRAIL & 42" GUARDRAIL
- 3.3 CONCRETE STAIR W/ HANDRAIL
- 3.4 NOT USED
- 3.5 TILT–UP CONCRETE TRASH ENCLOSURE, 6' TALL TYP.
- 3.6 TILT–UP CONCRETE GUARDRAIL T.O.W. 42" ABOVE HIGH SIDE

5.0 METAL FABRICATIONS
- 5.1 STEEL PIPE BOLLARD

12.0 FURNISHINGS
- 12.1 BICYCLE RACK PER CAL GREEN; LONG–TERM 5% OF EMPLOYEE PARKING – REFER TO TABULATIONS
- 12.2 BICYCLE RACK PER CAL GREEN; SHORT–TERM 5% OF VISITOR PARKING – REFER TO TABULATIONS

32.0 EXTERIOR IMPROVEMENT – REFER TO CIVIL AND LANDSCAPE U.N.O.
- 32.1 LANDSCAPE PLANTING AREA
- 32.2 CONCRETE WALKWAY
- 32.3 CONCRETE CURB, TYP.
- 32.4 PRECAST CONCRETE WHEEL STOP
- 32.5 VEHICULAR PAVING
- 32.6 CONCRETE COMMERCIAL DRIVEWAY
- 32.7 CONCRETE TRUCK DOCK APRON
- 32.8 TUBE STEEL GATE & KNOX PADLOCK – 7' HEIGHT
- 32.9 TUBE STEEL FENCE – 8' HEIGHT
- 32.10 RETAINING WALL – SEE CIVIL

33.0 UTILITIES – REFER TO CIVIL AND ELECTRICAL
- 33.1 UNDERGROUND INFILTRATION
- 33.2 ELECTRICAL TRANSFORMER
- 33.3 (E) POWER POLE
- 33.4 (E) FIRE HYDRANT

GENERAL NOTES

1. GUARDS SHALL BE LOCATED ALONG OPEN SIDE OF WALKING SURFACES, STAIRS, RAMPS AND LANDINGS THAT ARE LOCATED MORE THAN 30 INCHES MEASURED VERTICALLY TO THE FLOOR OR GRADE BELOW AT ANY POINT WITHIN 36 INCHES HORIZONTALLY TO THE EDGE OF THE OPEN SIDE. GUARDS ARE NOT REQUIRED ON THE LOADING SIDE OF LOADING DOCKS (CBC 1013.2).
2. THE RUNNING SLOPE OF WALKING SURFACE SHALL NOT BE STEEPER THAN 1:20 (5%). THE CROSS SLOPE OF WALKING SURFACE SHALL NOT BE STEEPER THAN 1:48 (2.083%).
3. THE CLEAR WIDTH FOR SIDEWALKS AND WALKS SHALL BE 48 INCHES MINIMUM.
4. THE WASTE STORAGE AREA SHALL BE GRADED SO THAT STORAGE CONTAINERS REMAIN AT REST WITHOUT AUXILIARY RESTRAINING DEVICES.
5. NON–DEVELOPED SLOPED AREAS SHALL BE PROPERLY MAINTAINED.

SITE PLAN - LEGEND

- ACCESSIBLE PATH OF TRAVEL – 4' WIDE MINIMUM – 1:20 MAX RUNNING SLOPE (U.N.O.), AND 1:48 MAX CROSS SLOPE
- ACCESSIBLE PARKING STALL(S), TYP.
- EVCS / EV / SCE — EVCS PARKING STALL(S) PER CALGREEN 5.106.5.3.2; EVSE (EV CAPABLE) PARKING STALL(S) PER CALGREEN 5.106.5.3.1
- LANDSCAPE AREA, REFER TO LANDSCAPE DRAWINGS
- FIRE LANE – PER FIRE DEPARTMENT REQUIREMENTS
- EXISTING SLOPED AREA
- TUBE STEEL FENCE

SITE AREA	GROSS SITE AREA		NET SITE AREA	
LOT NO.	SF	AC	SF	AC
LOT 23	85,346	1.96	85,346	1.96
LOT 24	194,633	4.24	116,018	2.66
LOT 26	153,746	3.53	89,538	2.06
	423,725	**9.73**	290,902	**6.68**
BUILDING AREA				
Office A				3,250
Office B				3,250
Fabrication				20,000
Storage				48,500
TOTAL BUILDING FOOTPRINT				75,000
Storage Mezzanine A				3,250
Storage Mezzanine B				3,250
TOTAL BUILDING AREA				81,500
COVERAGE (Based on Net Site Area)				25.8%
FAR (Based on Net Site Area)				28.0%

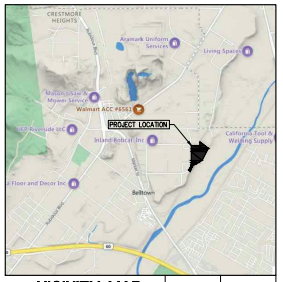
PARKING REQUIRED			
Office	1/300		22
Fabrication	1/500		40
Storage			
0 - 10,000 sf	1/1000		10
10,000 sf +	1/2000		23
TOTAL PARKING REQUIRED			95

PARKING PROVIDED		Table	Required	Provided
Accessible - Std. (76-100 Total Parking)	9'x20'	CBC 11B-208.2	4	4
Accessible - EVCS (5-25 EVCS)	9'x20'	CBC 11B-228.3.2.1	2	2
EVCS (76-100 Total Parking) *Includes EVCS Accessible	9'x20'	CALGreen 5.106.5.3.1	*4	2
EVSE (76-100 Total Parking) *Includes EVCS	9'x20'	CALGreen 5.106.5.3.1	*17	13
Standard	9'x20'			78
TOTAL PARKING PROVIDED				99
PARKING RATIO				1.21/1000

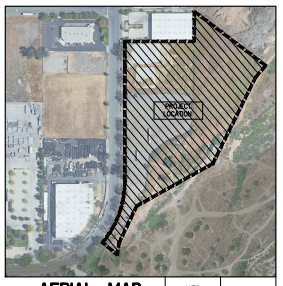
BICYCLE PARKING (Per Sec.9.240.120 / CALGreen 5.106.4.1)		Required	Provided
Long-term (5% of Tenant Parking)	1/25	4	4
Short-term (5% of Visitor Parking)	Total Parking ÷ 2 x 5%	3	4
TOTAL BICYCLE PARKING PROVIDED			8
Loading Spaces Required	(80,000 - 100,999 SF)		6
Loading Spaces Provided			16
Dock Doors Provided			16
Grade Doors Provided			3
EV Capable Spaces	(EVSE)		17
EV Charging Spaces	(EVCS)		4
Outdoor Storage Area			90,000 SF

LANDSCAPE	SF	%
Required	10%	42,373
Provided	45%	189,231
Building Footprint		75,000
Lanscape Area (Net Site Area)		56,408
Landscape Area (Slope Area)		132,823
Paved Area (Parking, Drives, loading, sidewalk)		159,494
Total Site Gross Area		423,725

PROJECT TABULATIONS | –



VICINITY MAP | NTS | –



AERIAL MAP | NTS | –

G|A|A ARCHITECTS
8811 Research Drive,
Suite 200,
Irvine, CA 92618
T: 949 474 1775
F: 949 553 9133

2240 FLEETWOOD DR. INDUSTRIAL BUILDING

2240 FLEETWOOD DR.
JURUPA VALLEY, CA

DEVELOPED FOR:
HYB GROUP, INC.

NO.	DESCRIPTION	DATE
1	CONDITIONAL USE PERMIT SUBMITTAL	3/27/23
2	2ND SUBMITTAL	7/9/24
3	3RD SUBMITTAL	5/7/25

SITE PLAN AND PROJECT TABULATIONS

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JOB NO.	HYB001.01
DATE	3/27/23
DRAWN	GAA
FILE NAME	HYB001_A1_1A

SHEET NO. A1.1A

Attachment C

Driveway Counts and Traffic Data

31124

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, April 16, 2024 **CITY:** Jurupa Valley

JOB #: SC4562 **LOCATION:** CLASS1 Fleetwood Dr between Via Cerro and Via Ricardo.

AM TIME	NORTHBOUND 1	2	3	4	5	6	TOTAL
0:00	1	0	0	0	0	0	1
0:15	2	0	0	0	0	0	2
0:30	0	0	0	1	0	0	1
0:45	1	1	1	0	0	0	3
1:00	1	0	0	0	0	0	1
1:15	3	2	0	0	0	0	5
1:30	2	0	0	0	0	0	2
1:45	3	0	0	2	0	0	5
2:00	1	0	0	0	0	0	1
2:15	1	0	0	0	0	0	1
2:30	4	0	0	0	0	0	4
2:45	2	1	0	0	0	0	3
3:00	4	0	0	0	0	0	4
3:15	4	0	0	0	0	0	4
3:30	10	0	0	1	0	0	11
3:45	7	0	0	1	0	0	8
4:00	11	0	0	0	0	0	11
4:15	3	1	0	0	0	0	4
4:30	7	3	0	1	0	0	11
4:45	10	2	0	1	0	0	13
5:00	10	0	0	0	0	0	10
5:15	4	1	0	0	0	0	5
5:30	9	2	0	0	0	0	11
5:45	24	4	0	0	0	0	28
6:00	17	3	0	0	0	0	20
6:15	10	0	0	0	0	0	10
6:30	11	3	0	0	0	0	14
6:45	14	5	0	1	0	0	20
7:00	5	0	0	0	0	0	5
7:15	5	1	1	2	0	0	9
7:30	6	4	0	3	0	0	13
7:45	8	2	0	0	0	0	10
8:00	6	1	0	1	0	1	9
8:15	12	3	0	1	0	0	16
8:30	4	1	1	1	0	0	7
8:45	8	3	0	0	0	0	11
9:00	8	4	0	2	0	0	14
9:15	7	2	0	0	0	1	10
9:30	6	1	0	1	0	0	8
9:45	8	4	0	1	0	0	13
10:00	7	2	0	0	0	0	9
10:15	3	2	1	2	0	0	8
10:30	5	4	0	0	0	2	11
10:45	4	3	0	6	0	0	13
11:00	3	1	0	0	0	0	4
11:15	8	0	0	1	0	0	9
11:30	8	1	1	1	0	0	11
11:45	2	2	0	0	0	1	5
TOTAL	299	69	5	30	0	5	408

AM PEAK HOUR	5:45 AM
AM PEAK VOLUME	72

PM Time	NORTHBOUND 1	2	3	4	5	6	TOTAL
12:00	5	1	0	2	0	0	8
12:15	2	4	0	2	0	0	8
12:30	4	2	0	0	0	0	6
12:45	6	1	0	1	0	0	8
13:00	4	1	0	0	0	0	5
13:15	7	1	1	1	0	0	10
13:30	5	5	0	1	0	0	11
13:45	11	3	0	4	0	0	18
14:00	8	3	0	1	0	0	12
14:15	9	3	0	3	0	0	15
14:30	8	2	0	0	0	0	10
14:45	2	2	0	1	0	0	5
15:00	9	1	0	3	0	0	13
15:15	4	1	1	2	0	0	8
15:30	17	4	0	1	0	0	22
15:45	3	3	0	2	0	0	8
16:00	21	2	0	1	0	0	24
16:15	7	0	0	1	0	0	8
16:30	2	1	0	1	0	0	4
16:45	7	0	0	1	0	0	8
17:00	6	2	0	1	0	0	9
17:15	1	1	0	0	0	0	2
17:30	2	0	0	0	0	0	2
17:45	1	0	0	0	0	0	1
18:00	4	0	0	0	0	0	4
18:15	3	2	0	1	0	0	6
18:30	2	1	0	1	0	0	4
18:45	3	0	0	0	0	0	3
19:00	0	1	0	0	0	0	1
19:15	1	1	0	0	0	0	2
19:30	2	0	0	0	0	0	2
19:45	0	0	0	0	0	0	0
20:00	4	0	0	0	0	0	4
20:15	2	0	0	0	0	0	2
20:30	4	0	0	0	0	0	4
20:45	1	3	1	0	0	0	5
21:00	1	1	1	0	0	0	3
21:15	1	0	0	1	0	0	2
21:30	2	0	0	0	0	0	2
21:45	3	1	0	0	0	0	4
22:00	1	0	0	0	0	0	1
22:15	3	0	0	1	0	0	4
22:30	5	3	0	2	0	0	10
22:45	5	0	0	1	0	0	6
23:00	4	0	0	0	0	0	4
23:15	1	0	0	1	0	0	2
23:30	3	0	0	0	0	0	3
23:45	1	1	0	0	0	0	2
TOTAL	207	57	4	37	0	0	305

AM PEAK HOUR	3:30 PM
AM PEAK VOLUME	62

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	506	126	9	67	0	5	713
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	71.0%	17.7%	1.3%	9.4%	0.0%	0.7%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL: ALL	774	353	23	126	0	16	1,292
CLASS 6	Buses	% OF TOTAL	59.9%	27.3%	1.8%	9.8%	0.0%	1.2%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, April 16, 2024
JOB #: SC4562
CITY: Jurupa Valley
LOCATION: CLASS1 Fleetwood Dr between Via Cerro and Via Ricardo.

AM TIME	1	2	3	4	5	6	TOTAL
0:00	1	0	0	0	0	0	1
0:15	1	0	1	1	0	0	3
0:30	2	0	0	1	0	0	3
0:45	1	0	0	0	0	0	1
1:00	6	0	0	1	0	0	7
1:15	2	0	0	0	0	0	2
1:30	1	0	0	0	0	0	1
1:45	3	0	0	2	0	0	5
2:00	2	1	0	0	0	0	3
2:15	0	1	0	0	0	0	1
2:30	3	1	0	0	0	0	4
2:45	0	1	0	0	0	0	1
3:00	1	1	0	1	0	0	3
3:15	1	0	0	0	0	0	1
3:30	2	5	0	0	0	0	7
3:45	2	3	0	0	0	0	5
4:00	1	4	0	1	0	0	6
4:15	1	0	0	0	0	0	1
4:30	1	0	0	0	0	0	1
4:45	1	2	0	1	0	0	4
5:00	1	1	0	0	0	1	3
5:15	1	0	1	0	0	0	2
5:30	5	4	0	0	0	0	9
5:45	5	3	0	0	0	0	8
6:00	2	3	0	0	0	0	5
6:15	3	3	0	0	0	0	6
6:30	1	4	0	0	0	0	5
6:45	4	5	0	1	0	0	10
7:00	5	1	1	3	0	0	10
7:15	4	3	0	0	0	0	7
7:30	4	1	0	1	0	0	6
7:45	3	6	0	1	0	0	10
8:00	1	1	2	0	0	0	4
8:15	1	1	0	1	0	0	3
8:30	1	3	0	0	0	0	4
8:45	0	4	2	1	0	0	7
9:00	0	1	0	1	0	1	3
9:15	2	3	0	1	0	0	6
9:30	1	2	1	0	0	0	4
9:45	1	5	0	3	0	0	9
10:00	4	7	0	3	0	1	15
10:15	1	7	0	0	0	0	8
10:30	9	3	0	4	0	0	16
10:45	3	7	0	3	0	2	15
11:00	7	2	0	0	0	1	10
11:15	4	3	0	3	0	0	10
11:30	5	4	1	1	0	0	11
11:45	4	3	1	1	0	0	9
TOTAL	114	109	10	36	0	6	275

AM PEAK HOUR	10:00 AM
AM PEAK VOLUME	54

PM Time	1	2	3	4	5	6	TOTAL
12:00	8	2	0	1	0	1	12
12:15	1	1	0	0	0	0	2
12:30	6	3	0	2	0	2	13
12:45	2	5	0	1	0	0	8
13:00	1	7	1	2	0	1	12
13:15	3	1	0	0	0	0	4
13:30	3	4	0	0	0	0	7
13:45	4	6	0	1	0	0	11
14:00	7	4	0	0	0	0	11
14:15	8	4	0	2	0	1	15
14:30	9	6	0	0	0	0	15
14:45	4	8	0	2	0	0	14
15:00	3	5	1	2	0	0	11
15:15	5	4	0	2	0	0	11
15:30	7	9	0	3	0	0	19
15:45	5	4	1	0	0	0	10
16:00	6	6	0	0	0	0	12
16:15	5	1	0	1	0	0	7
16:30	6	3	0	0	0	0	9
16:45	6	3	0	1	0	0	10
17:00	2	2	0	0	0	0	4
17:15	2	1	0	0	0	0	3
17:30	4	0	0	0	0	0	4
17:45	2	2	0	0	0	0	4
18:00	6	3	0	0	0	0	9
18:15	3	0	0	0	0	0	3
18:30	1	0	0	0	0	0	1
18:45	0	1	0	1	0	0	2
19:00	0	3	0	0	0	0	3
19:15	1	0	0	1	0	0	2
19:30	0	1	1	0	0	0	2
19:45	2	0	0	0	0	0	2
20:00	3	0	0	0	0	0	3
20:15	2	2	0	0	0	0	4
20:30	1	1	0	0	0	0	2
20:45	2	1	0	0	0	0	3
21:00	1	1	0	0	0	0	2
21:15	2	1	0	0	0	0	3
21:30	0	2	0	0	0	0	2
21:45	4	3	0	0	0	0	7
22:00	2	2	0	0	0	0	4
22:15	2	0	0	0	0	0	2
22:30	1	1	0	0	0	0	2
22:45	1	1	0	0	0	0	2
23:00	7	1	0	1	0	0	9
23:15	0	2	0	0	0	0	2
23:30	3	1	0	0	0	0	4
23:45	1	0	0	0	0	0	1
TOTAL	154	118	4	23	0	5	304

AM PEAK HOUR	2:45 PM
AM PEAK VOLUME	55

TOTAL: AM+PM		268	227	14	59	0	11	579
% OF TOTAL		46.3%	39.2%	2.4%	10.2%	0.0%	1.9%	100.0%

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	BUS

31124

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, April 16, 2024 **CITY:** Jurupa Valley

JOB #: SC4562 **LOCATION:** CLASS1 Fleetwood Dr between Via Cerro and Via Ricardo.

AM TIME	COMBINED 1	2	3	4	5	6	TOTAL	PM Time	COMBINED 1	2	3	4	5	6	TOTAL
0:00	2	0	0	0	0	0	2	12:00	13	3	0	3	0	1	20
0:15	3	0	1	1	0	0	5	12:15	3	5	0	2	0	0	10
0:30	2	0	0	2	0	0	4	12:30	10	5	0	2	0	2	19
0:45	2	1	1	0	0	0	4	12:45	8	6	0	2	0	0	16
1:00	7	0	0	1	0	0	8	13:00	5	8	1	2	0	1	17
1:15	5	2	0	0	0	0	7	13:15	10	2	1	1	0	0	14
1:30	3	0	0	0	0	0	3	13:30	8	9	0	1	0	0	18
1:45	6	0	0	4	0	0	10	13:45	15	9	0	5	0	0	29
2:00	3	1	0	0	0	0	4	14:00	15	7	0	1	0	0	23
2:15	1	1	0	0	0	0	2	14:15	17	7	0	5	0	1	30
2:30	7	1	0	0	0	0	8	14:30	17	8	0	0	0	0	25
2:45	2	2	0	0	0	0	4	14:45	6	10	0	3	0	0	19
3:00	5	1	0	1	0	0	7	15:00	12	6	1	5	0	0	24
3:15	5	0	0	0	0	0	5	15:15	9	5	1	4	0	0	19
3:30	12	5	0	1	0	0	18	15:30	24	13	0	4	0	0	41
3:45	9	3	0	1	0	0	13	15:45	8	7	1	2	0	0	18
4:00	12	4	0	1	0	0	17	16:00	27	8	0	1	0	0	36
4:15	4	1	0	0	0	0	5	16:15	12	1	0	2	0	0	15
4:30	8	3	0	1	0	0	12	16:30	8	4	0	1	0	0	13
4:45	11	4	0	2	0	0	17	16:45	13	3	0	2	0	0	18
5:00	11	1	0	0	0	1	13	17:00	8	4	0	1	0	0	13
5:15	5	1	1	0	0	0	7	17:15	3	2	0	0	0	0	5
5:30	14	6	0	0	0	0	20	17:30	6	0	0	0	0	0	6
5:45	29	7	0	0	0	0	36	17:45	3	2	0	0	0	0	5
6:00	19	6	0	0	0	0	25	18:00	10	3	0	0	0	0	13
6:15	13	3	0	0	0	0	16	18:15	6	2	0	1	0	0	9
6:30	12	7	0	0	0	0	19	18:30	3	1	0	1	0	0	5
6:45	18	10	0	2	0	0	30	18:45	3	1	0	1	0	0	5
7:00	10	1	1	3	0	0	15	19:00	0	4	0	0	0	0	4
7:15	9	4	1	2	0	0	16	19:15	2	1	0	1	0	0	4
7:30	10	5	0	4	0	0	19	19:30	2	1	1	0	0	0	4
7:45	11	8	0	1	0	0	20	19:45	2	0	0	0	0	0	2
8:00	7	2	2	1	0	1	13	20:00	7	0	0	0	0	0	7
8:15	13	4	0	2	0	0	19	20:15	4	2	0	0	0	0	6
8:30	5	4	1	1	0	0	11	20:30	5	1	0	0	0	0	6
8:45	8	7	2	1	0	0	18	20:45	3	4	1	0	0	0	8
9:00	8	5	0	3	0	1	17	21:00	2	2	1	0	0	0	5
9:15	9	5	0	1	0	1	16	21:15	3	1	0	1	0	0	5
9:30	7	3	1	1	0	0	12	21:30	2	2	0	0	0	0	4
9:45	9	9	0	4	0	0	22	21:45	7	4	0	0	0	0	11
10:00	11	9	0	3	0	1	24	22:00	3	2	0	0	0	0	5
10:15	4	9	1	2	0	0	16	22:15	5	0	0	1	0	0	6
10:30	14	7	0	4	0	2	27	22:30	6	4	0	2	0	0	12
10:45	7	10	0	9	0	2	28	22:45	6	1	0	1	0	0	8
11:00	10	3	0	0	0	1	14	23:00	11	1	0	1	0	0	13
11:15	12	3	0	4	0	0	19	23:15	1	2	0	1	0	0	4
11:30	13	5	2	2	0	0	22	23:30	6	1	0	0	0	0	7
11:45	6	5	1	1	0	1	14	23:45	2	1	0	0	0	0	3
TOTAL	413	178	15	66	0	11	683	TOTAL	361	175	8	60	0	5	609
				AM PEAK HOUR			5:30 AM					AM PEAK HOUR			3:15 PM
				AM PEAK VOLUME			97					AM PEAK VOLUME			114

TOTAL: AM+PM	774	353	23	126	0	16	1,292
% OF TOTAL	59.9%	27.3%	1.8%	9.8%	0.0%	1.2%	100.0%

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	Buses

31124

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, April 16, 2024 **CITY:** Jurupa Valley

JOB #: SC4562 **LOCATION:** CLASS2 Market St south of 24th St.

AM TIME	NORTHBOUND 1	2	3	4	5	6	TOTAL
0:00	23	5	4	5	0	0	37
0:15	13	3	0	6	0	0	22
0:30	17	7	0	1	0	0	25
0:45	14	3	2	5	0	0	24
1:00	19	1	2	3	0	1	26
1:15	16	3	1	4	0	0	24
1:30	23	1	1	3	0	0	28
1:45	33	3	2	5	0	1	44
2:00	11	2	0	4	0	1	18
2:15	16	2	0	6	0	0	24
2:30	22	5	0	7	0	0	34
2:45	36	7	0	7	0	0	50
3:00	19	5	3	2	0	0	29
3:15	34	9	0	5	0	0	48
3:30	47	9	5	2	0	0	63
3:45	67	10	3	5	0	0	85
4:00	51	9	4	4	0	0	68
4:15	71	10	3	3	0	0	87
4:30	105	24	3	8	0	1	141
4:45	130	31	4	4	0	1	170
5:00	63	17	1	10	0	1	92
5:15	65	24	1	8	0	1	99
5:30	88	22	3	3	0	1	117
5:45	136	28	5	9	0	0	178
6:00	78	29	5	8	0	0	120
6:15	82	24	5	16	0	2	129
6:30	85	28	7	4	0	0	124
6:45	90	24	4	6	0	1	125
7:00	98	25	11	7	0	1	142
7:15	94	19	11	6	0	0	130
7:30	104	29	4	3	0	2	142
7:45	107	22	5	6	0	2	142
8:00	101	13	6	6	0	3	129
8:15	101	26	7	11	0	2	147
8:30	96	22	4	14	0	1	137
8:45	82	19	12	15	0	3	131
9:00	98	20	12	10	0	3	143
9:15	76	23	13	7	0	1	120
9:30	71	27	8	7	0	3	116
9:45	62	15	13	6	0	0	96
10:00	106	9	8	12	0	1	136
10:15	60	17	10	13	0	2	102
10:30	77	24	8	14	0	3	126
10:45	64	17	7	17	0	2	107
11:00	92	20	6	12	0	0	130
11:15	68	13	5	13	0	2	101
11:30	81	18	5	12	0	3	119
11:45	84	14	8	11	0	1	118
TOTAL	3,176	737	231	355	0	46	4,545

AM PEAK HOUR	7:30 AM
AM PEAK VOLUME	560

PM Time	NORTHBOUND 1	2	3	4	5	6	TOTAL
12:00	74	21	12	14	0	4	125
12:15	82	22	5	11	0	2	122
12:30	80	16	7	8	0	1	112
12:45	94	32	8	9	0	2	145
13:00	74	27	3	13	0	2	119
13:15	106	17	12	12	0	3	150
13:30	148	13	5	8	0	1	175
13:45	101	15	8	10	0	2	136
14:00	74	29	8	12	0	1	124
14:15	136	18	4	12	0	1	171
14:30	123	11	7	5	0	1	147
14:45	101	11	4	6	0	1	123
15:00	82	19	6	4	0	0	111
15:15	129	17	7	10	0	0	163
15:30	131	20	2	6	0	2	161
15:45	116	16	6	7	0	2	147
16:00	105	15	12	9	0	0	141
16:15	120	19	7	6	0	0	152
16:30	112	18	10	5	0	1	146
16:45	109	17	11	10	0	0	147
17:00	154	19	1	2	0	0	176
17:15	165	20	1	4	0	1	191
17:30	173	17	1	6	0	0	197
17:45	98	14	3	6	0	0	121
18:00	78	18	2	3	0	1	102
18:15	65	20	4	5	0	1	95
18:30	56	23	2	7	0	2	90
18:45	60	12	1	1	0	0	74
19:00	53	10	0	3	0	1	67
19:15	60	11	2	7	0	0	80
19:30	68	12	0	3	0	0	83
19:45	59	11	2	8	0	0	80
20:00	66	15	2	4	0	4	91
20:15	59	10	1	5	0	4	79
20:30	51	5	1	9	0	0	66
20:45	42	8	4	10	0	0	64
21:00	57	14	4	5	0	0	80
21:15	57	4	4	6	0	0	71
21:30	57	4	0	4	0	2	67
21:45	51	14	0	2	0	1	68
22:00	44	8	3	6	0	0	61
22:15	53	5	4	5	0	2	69
22:30	31	3	3	5	0	1	43
22:45	32	2	1	5	0	2	42
23:00	37	7	3	2	0	0	49
23:15	31	4	0	2	0	0	37
23:30	27	3	0	4	0	1	35
23:45	24	4	1	8	0	1	38
TOTAL	3,905	670	194	314	0	50	5,133

AM PEAK HOUR	4:45 PM
AM PEAK VOLUME	711

TOTAL: AM+PM		7,081	1,407	425	669	0	96	9,678
% OF TOTAL		73.2%	14.5%	4.4%	6.9%	0.0%	1.0%	100.0%
TOTAL: ALL		14,425	2,899	855	1,279	0	175	19,633
% OF TOTAL		73.5%	14.8%	4.4%	6.5%	0.0%	0.9%	100.0%

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	Buses

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, April 16, 2024
JOB #: SC4562
CITY: Jurupa Valley
LOCATION: CLASS2 Market St south of 24th St.

AM TIME	1	2	3	4	5	6	TOTAL
0:00	41	0	2	4	0	0	47
0:15	18	2	0	2	0	0	22
0:30	19	3	0	4	0	1	27
0:45	16	1	1	3	0	1	22
1:00	29	4	0	4	0	0	37
1:15	12	3	0	4	0	0	19
1:30	11	2	1	3	0	0	17
1:45	9	1	2	2	0	0	14
2:00	18	1	0	5	0	0	24
2:15	15	2	1	1	0	0	19
2:30	22	1	1	5	0	0	29
2:45	17	0	1	7	0	1	26
3:00	12	3	0	3	0	1	19
3:15	14	4	2	4	0	0	24
3:30	30	5	1	7	0	1	44
3:45	28	5	0	5	0	0	38
4:00	44	9	1	10	0	0	64
4:15	41	11	3	11	0	1	67
4:30	58	15	2	9	0	2	86
4:45	40	6	7	2	0	0	55
5:00	60	9	6	9	0	0	84
5:15	49	23	13	6	0	0	91
5:30	65	8	8	5	0	1	87
5:45	71	13	6	12	0	0	102
6:00	94	26	9	12	0	1	142
6:15	75	23	7	11	0	0	116
6:30	108	18	6	8	0	1	141
6:45	108	23	6	7	0	1	145
7:00	115	17	7	5	0	1	145
7:15	120	35	6	11	0	0	172
7:30	137	17	3	9	0	2	168
7:45	118	16	7	5	0	2	148
8:00	113	21	7	8	0	5	154
8:15	87	11	12	12	0	3	125
8:30	74	17	6	6	0	5	108
8:45	69	25	9	14	0	4	121
9:00	83	23	14	11	0	4	135
9:15	69	26	8	12	0	1	116
9:30	73	15	7	4	0	3	102
9:45	68	19	8	10	0	3	108
10:00	83	26	7	7	0	3	126
10:15	70	18	8	11	0	1	108
10:30	80	18	8	8	0	1	115
10:45	89	23	14	10	0	3	139
11:00	79	23	12	9	0	4	127
11:15	84	21	13	17	0	0	135
11:30	72	30	11	10	0	0	123
11:45	82	23	5	12	0	1	123
TOTAL	2,889	645	258	356	0	58	4,206

AM PEAK HOUR	7:15 AM
AM PEAK VOLUME	642

PM Time	1	2	3	4	5	6	TOTAL
12:00	77	21	9	12	0	1	120
12:15	81	23	6	7	0	3	120
12:30	96	19	13	11	0	2	141
12:45	78	20	9	10	0	1	118
13:00	56	25	6	12	0	0	99
13:15	83	22	8	7	0	0	120
13:30	140	20	7	7	0	1	175
13:45	120	25	5	6	0	0	156
14:00	106	20	5	7	0	1	139
14:15	130	22	5	12	0	1	170
14:30	194	26	5	6	0	0	231
14:45	126	28	11	8	0	1	174
15:00	144	23	7	7	0	0	181
15:15	127	43	6	4	0	0	180
15:30	183	48	3	6	0	1	241
15:45	174	31	6	2	0	1	214
16:00	185	40	2	4	0	0	231
16:15	194	22	3	5	0	1	225
16:30	160	35	2	4	0	0	201
16:45	135	26	4	6	0	0	171
17:00	154	27	2	7	0	0	190
17:15	178	21	0	6	0	1	206
17:30	119	23	1	4	0	0	147
17:45	135	17	1	3	0	1	157
18:00	120	27	2	7	0	0	156
18:15	71	15	1	4	0	0	91
18:30	95	13	4	8	0	0	120
18:45	86	10	2	3	0	1	102
19:00	58	13	0	4	0	0	75
19:15	73	16	3	8	0	0	100
19:30	82	11	4	2	0	0	99
19:45	65	13	1	4	0	0	83
20:00	52	7	1	7	0	0	67
20:15	60	11	3	5	0	1	80
20:30	51	9	0	2	0	1	63
20:45	36	4	2	4	0	0	46
21:00	37	8	1	4	0	0	50
21:15	37	5	4	1	0	1	48
21:30	43	12	3	2	0	0	60
21:45	45	12	0	3	0	0	60
22:00	33	8	3	1	0	0	45
22:15	31	4	2	3	0	1	41
22:30	36	3	1	2	0	0	42
22:45	37	6	1	2	0	0	46
23:00	46	5	1	2	0	0	54
23:15	30	0	2	3	0	0	35
23:30	30	4	4	8	0	0	46
23:45	26	4	1	2	0	0	33
TOTAL	4,455	847	172	254	0	21	5,749

AM PEAK HOUR	3:30 PM
AM PEAK VOLUME	911

TOTAL: AM+PM	7,344	1,492	430	610	0	79	9,955
% OF TOTAL	73.8%	15.0%	4.3%	6.1%	0.0%	0.8%	100.0%

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	BUS

31124

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, April 16, 2024 **CITY:** Jurupa Valley

JOB #: SC4562 **LOCATION:** CLASS2 Market St south of 24th St.

AM	COMBINED							PM	COMBINED						
TIME	1	2	3	4	5	6	TOTAL	Time	1	2	3	4	5	6	TOTAL
0:00	64	5	6	9	0	0	84	12:00	151	42	21	26	0	5	245
0:15	31	5	0	8	0	0	44	12:15	163	45	11	18	0	5	242
0:30	36	10	0	5	0	1	52	12:30	176	35	20	19	0	3	253
0:45	30	4	3	8	0	1	46	12:45	172	52	17	19	0	3	263
1:00	48	5	2	7	0	1	63	13:00	130	52	9	25	0	2	218
1:15	28	6	1	8	0	0	43	13:15	189	39	20	19	0	3	270
1:30	34	3	2	6	0	0	45	13:30	288	33	12	15	0	2	350
1:45	42	4	4	7	0	1	58	13:45	221	40	13	16	0	2	292
2:00	29	3	0	9	0	1	42	14:00	180	49	13	19	0	2	263
2:15	31	4	1	7	0	0	43	14:15	266	40	9	24	0	2	341
2:30	44	6	1	12	0	0	63	14:30	317	37	12	11	0	1	378
2:45	53	7	1	14	0	1	76	14:45	227	39	15	14	0	2	297
3:00	31	8	3	5	0	1	48	15:00	226	42	13	11	0	0	292
3:15	48	13	2	9	0	0	72	15:15	256	60	13	14	0	0	343
3:30	77	14	6	9	0	1	107	15:30	314	68	5	12	0	3	402
3:45	95	15	3	10	0	0	123	15:45	290	47	12	9	0	3	361
4:00	95	18	5	14	0	0	132	16:00	290	55	14	13	0	0	372
4:15	112	21	6	14	0	1	154	16:15	314	41	10	11	0	1	377
4:30	163	39	5	17	0	3	227	16:30	272	53	12	9	0	1	347
4:45	170	37	11	6	0	1	225	16:45	244	43	15	16	0	0	318
5:00	123	26	7	19	0	1	176	17:00	308	46	3	9	0	0	366
5:15	114	47	14	14	0	1	190	17:15	343	41	1	10	0	2	397
5:30	153	30	11	8	0	2	204	17:30	292	40	2	10	0	0	344
5:45	207	41	11	21	0	0	280	17:45	233	31	4	9	0	1	278
6:00	172	55	14	20	0	1	262	18:00	198	45	4	10	0	1	258
6:15	157	47	12	27	0	2	245	18:15	136	35	5	9	0	1	186
6:30	193	46	13	12	0	1	265	18:30	151	36	6	15	0	2	210
6:45	198	47	10	13	0	2	270	18:45	146	22	3	4	0	1	176
7:00	213	42	18	12	0	2	287	19:00	111	23	0	7	0	1	142
7:15	214	54	17	17	0	0	302	19:15	133	27	5	15	0	0	180
7:30	241	46	7	12	0	4	310	19:30	150	23	4	5	0	0	182
7:45	225	38	12	11	0	4	290	19:45	124	24	3	12	0	0	163
8:00	214	34	13	14	0	8	283	20:00	118	22	3	11	0	4	158
8:15	188	37	19	23	0	5	272	20:15	119	21	4	10	0	5	159
8:30	170	39	10	20	0	6	245	20:30	102	14	1	11	0	1	129
8:45	151	44	21	29	0	7	252	20:45	78	12	6	14	0	0	110
9:00	181	43	26	21	0	7	278	21:00	94	22	5	9	0	0	130
9:15	145	49	21	19	0	2	236	21:15	94	9	8	7	0	1	119
9:30	144	42	15	11	0	6	218	21:30	100	16	3	6	0	2	127
9:45	130	34	21	16	0	3	204	21:45	96	26	0	5	0	1	128
10:00	189	35	15	19	0	4	262	22:00	77	16	6	7	0	0	106
10:15	130	35	18	24	0	3	210	22:15	84	9	6	8	0	3	110
10:30	157	42	16	22	0	4	241	22:30	67	6	4	7	0	1	85
10:45	153	40	21	27	0	5	246	22:45	69	8	2	7	0	2	88
11:00	171	43	18	21	0	4	257	23:00	83	12	4	4	0	0	103
11:15	152	34	18	30	0	2	236	23:15	61	4	2	5	0	0	72
11:30	153	48	16	22	0	3	242	23:30	57	7	4	12	0	1	81
11:45	166	37	13	23	0	2	241	23:45	50	8	2	10	0	1	71
TOTAL	6,065	1,382	489	711	0	104	8,751	TOTAL	8,360	1,517	366	568	0	71	10,882

AM PEAK HOUR	7:00 AM
AM PEAK VOLUME	1,189

AM PEAK HOUR	3:30 PM
AM PEAK VOLUME	1,512

TOTAL: AM+PM	14,425	2,899	855	1,279	0	175	19,633
% OF TOTAL	73.5%	14.8%	4.4%	6.5%	0.0%	0.9%	100.0%

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	Buses

A102423

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Monday, May 06, 2024 **CITY:** Fontana

JOB #: SC4557 **LOCATION:** CLASS1 BJ Rubber Recycling Dwy north of Santa Ana Ave.MO

AM TIME	IN 1	2	3	4	5	6	TOTAL	PM Time	IN 1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0	12:00	1	0	0	2	0	0	3
0:15	0	0	0	0	0	0	0	12:15	0	1	0	5	0	0	6
0:30	0	0	0	0	0	0	0	12:30	2	1	0	1	0	0	4
0:45	0	0	0	0	0	0	0	12:45	2	2	1	1	0	0	6
1:00	0	0	0	0	0	0	0	13:00	0	1	0	0	0	0	1
1:15	0	0	0	0	0	0	0	13:15	1	0	0	0	0	0	1
1:30	0	0	0	0	0	0	0	13:30	0	0	0	1	0	0	1
1:45	0	0	0	0	0	0	0	13:45	0	0	0	1	0	0	1
2:00	0	0	0	0	0	0	0	14:00	1	2	0	1	0	0	4
2:15	0	0	0	0	0	0	0	14:15	1	1	0	1	0	0	3
2:30	0	0	0	0	0	0	0	14:30	1	1	2	0	0	0	4
2:45	0	0	0	0	0	0	0	14:45	0	0	1	1	0	0	2
3:00	0	0	0	0	0	0	0	15:00	0	0	0	1	0	0	1
3:15	0	0	0	0	0	0	0	15:15	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	15:30	0	0	0	0	0	0	0
3:45	1	0	0	0	0	0	1	15:45	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	16:00	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	16:15	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	16:30	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	16:45	0	0	0	0	0	0	0
5:00	0	0	0	1	0	0	1	17:00	0	0	0	0	0	0	0
5:15	4	0	0	0	0	0	4	17:15	0	0	0	0	0	0	0
5:30	0	0	0	0	0	0	0	17:30	0	0	0	0	0	0	0
5:45	0	0	0	0	0	0	0	17:45	0	0	0	0	0	0	0
6:00	2	0	0	0	0	0	2	18:00	0	0	0	0	0	0	0
6:15	2	1	0	0	0	0	3	18:15	1	0	0	0	0	0	1
6:30	2	0	0	0	0	0	2	18:30	0	0	0	0	0	0	0
6:45	0	0	1	0	0	0	1	18:45	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	19:00	0	0	0	0	0	0	0
7:15	2	1	0	1	0	0	4	19:15	0	0	0	0	0	0	0
7:30	0	2	0	0	0	0	2	19:30	0	0	0	0	0	0	0
7:45	1	0	0	0	0	0	1	19:45	0	0	0	0	0	0	0
8:00	1	0	0	0	0	0	1	20:00	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	20:15	0	0	0	0	0	0	0
8:30	0	1	3	0	0	0	4	20:30	0	0	0	0	0	0	0
8:45	0	0	3	1	0	0	4	20:45	0	0	0	0	0	0	0
9:00	2	0	0	0	0	0	2	21:00	0	0	0	0	0	0	0
9:15	1	0	0	0	0	0	1	21:15	0	0	0	0	0	0	0
9:30	0	1	0	1	0	0	2	21:30	0	0	0	0	0	0	0
9:45	1	1	0	0	0	0	2	21:45	0	0	0	0	0	0	0
10:00	1	3	1	1	0	0	6	22:00	0	0	0	0	0	0	0
10:15	0	1	1	0	0	0	2	22:15	0	0	0	0	0	0	0
10:30	2	0	1	0	0	0	3	22:30	0	0	0	0	0	0	0
10:45	2	0	0	0	0	0	2	22:45	0	0	0	0	0	0	0
11:00	4	0	0	0	0	0	4	23:00	0	0	0	0	0	0	0
11:15	1	0	0	2	0	0	3	23:15	0	0	0	0	0	0	0
11:30	0	1	0	1	0	0	2	23:30	0	0	0	0	0	0	0
11:45	2	1	0	0	0	0	3	23:45	0	0	0	0	0	0	0
TOTAL	31	13	10	8	0	0	62	TOTAL	10	9	4	15	0	0	38
	AM PEAK HOUR			10:00 AM					AM PEAK HOUR			12:00 PM			
	AM PEAK VOLUME			13					AM PEAK VOLUME			19			

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	41	22	14	23	0	0	100
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	41.0%	22.0%	14.0%	23.0%	0.0%	0.0%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL: ALL	84	47	28	45	0	0	204
CLASS 6	Buses	% OF TOTAL	41.2%	23.0%	13.7%	22.1%	0.0%	0.0%	100.0%

A102423

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Monday, May 06, 2024
JOB #: SC4557
CITY: Fontana
LOCATION: CLASS1 BJ Rubber Recycling Dwy north of Santa Ana Ave.MO

AM TIME	OUT 1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0
4:00	0	0	0	1	0	0	1
4:15	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0
5:00	1	0	0	0	0	0	1
5:15	0	0	0	1	0	0	1
5:30	0	0	0	1	0	0	1
5:45	0	0	0	0	0	0	0
6:00	0	0	0	1	0	0	1
6:15	0	0	0	0	0	0	0
6:30	1	0	0	0	0	0	1
6:45	0	1	0	0	0	0	1
7:00	0	0	1	0	0	0	1
7:15	0	1	0	0	0	0	1
7:30	2	0	1	0	0	0	3
7:45	0	0	0	0	0	0	0
8:00	1	1	0	0	0	0	2
8:15	0	1	0	0	0	0	1
8:30	0	0	2	0	0	0	2
8:45	0	0	3	0	0	0	3
9:00	1	0	1	1	0	0	3
9:15	1	1	0	0	0	0	2
9:30	0	0	0	0	0	0	0
9:45	0	0	0	1	0	0	1
10:00	2	4	0	0	0	0	6
10:15	1	1	1	1	0	0	4
10:30	2	1	2	0	0	0	5
10:45	4	0	0	0	0	0	4
11:00	2	0	0	0	0	0	2
11:15	1	0	0	1	0	0	2
11:30	3	1	0	2	0	0	6
11:45	0	0	0	1	0	0	1
TOTAL	22	12	11	11	0	0	56

AM PEAK HOUR	10:00 AM
AM PEAK VOLUME	19

PM Time	OUT 1	2	3	4	5	6	TOTAL
12:00	2	0	0	0	0	0	2
12:15	1	0	0	2	0	0	3
12:30	0	2	0	1	0	0	3
12:45	4	0	0	2	0	0	6
13:00	0	0	1	2	0	0	3
13:15	0	1	0	0	0	0	1
13:30	1	0	0	0	0	0	1
13:45	1	1	0	1	0	0	3
14:00	1	3	0	1	0	0	5
14:15	1	1	0	1	0	0	3
14:30	2	1	1	0	0	0	4
14:45	0	1	1	0	0	0	2
15:00	1	2	0	1	0	0	4
15:15	0	0	0	0	0	0	0
15:30	7	0	0	0	0	0	7
15:45	0	0	0	0	0	0	0
16:00	0	1	0	0	0	0	1
16:15	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0
TOTAL	21	13	3	11	0	0	48

AM PEAK HOUR	1:45 PM
AM PEAK VOLUME	15

TOTAL: AM+PM		43	25	14	22	0	0	104
% OF TOTAL		41.3%	24.0%	13.5%	21.2%	0.0%	0.0%	100.0%

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	BUS

A102423

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Monday, May 06, 2024 **CITY:** Fontana

JOB #: SC4557 **LOCATION:** CLASS1 BJ Rubber Recycling Dwy north of Santa Ana Ave.MO

AM	COMBINED						
TIME	1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0
3:45	1	0	0	0	0	0	1
4:00	0	0	0	1	0	0	1
4:15	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0
5:00	1	0	0	1	0	0	2
5:15	4	0	0	1	0	0	5
5:30	0	0	0	1	0	0	1
5:45	0	0	0	0	0	0	0
6:00	2	0	0	1	0	0	3
6:15	2	1	0	0	0	0	3
6:30	3	0	0	0	0	0	3
6:45	0	1	1	0	0	0	2
7:00	0	0	1	0	0	0	1
7:15	2	2	0	1	0	0	5
7:30	2	2	1	0	0	0	5
7:45	1	0	0	0	0	0	1
8:00	2	1	0	0	0	0	3
8:15	0	1	0	0	0	0	1
8:30	0	1	5	0	0	0	6
8:45	0	0	6	1	0	0	7
9:00	3	0	1	1	0	0	5
9:15	2	1	0	0	0	0	3
9:30	0	1	0	1	0	0	2
9:45	1	1	0	1	0	0	3
10:00	3	7	1	1	0	0	12
10:15	1	2	2	1	0	0	6
10:30	4	1	3	0	0	0	8
10:45	6	0	0	0	0	0	6
11:00	6	0	0	0	0	0	6
11:15	2	0	0	3	0	0	5
11:30	3	2	0	3	0	0	8
11:45	2	1	0	1	0	0	4
TOTAL	53	25	21	19	0	0	118

AM PEAK HOUR	10:00 AM
AM PEAK VOLUME	32

PM	COMBINED						
Time	1	2	3	4	5	6	TOTAL
12:00	3	0	0	2	0	0	5
12:15	1	1	0	7	0	0	9
12:30	2	3	0	2	0	0	7
12:45	6	2	1	3	0	0	12
13:00	0	1	1	2	0	0	4
13:15	1	1	0	0	0	0	2
13:30	1	0	0	1	0	0	2
13:45	1	1	0	2	0	0	4
14:00	2	5	0	2	0	0	9
14:15	2	2	0	2	0	0	6
14:30	3	2	3	0	0	0	8
14:45	0	1	2	1	0	0	4
15:00	1	2	0	2	0	0	5
15:15	0	0	0	0	0	0	0
15:30	7	0	0	0	0	0	7
15:45	0	0	0	0	0	0	0
16:00	0	1	0	0	0	0	1
16:15	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0
TOTAL	31	22	7	26	0	0	86

AM PEAK HOUR	12:00 PM
AM PEAK VOLUME	33

TOTAL: AM+PM	84	47	28	45	0	0	204
% OF TOTAL	41.2%	23.0%	13.7%	22.1%	0.0%	0.0%	100.0%

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	Buses

A102423

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, April 16, 2024 **CITY:** Fontana

JOB #: SC4557 **LOCATION:** CLASS1 BJ Rubber Recycling Dwy north of Santa Ana Ave.TU

AM	IN						
TIME	1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0
5:15	3	0	0	0	0	0	3
5:30	1	0	0	0	0	0	1
5:45	0	0	0	0	0	0	0
6:00	1	0	0	0	0	0	1
6:15	4	1	1	0	0	0	6
6:30	0	3	0	0	0	0	3
6:45	0	1	0	0	0	0	1
7:00	0	0	0	0	0	0	0
7:15	0	1	0	0	0	0	1
7:30	0	1	0	0	0	0	1
7:45	1	0	0	0	0	0	1
8:00	0	0	0	0	0	0	0
8:15	2	0	1	0	0	0	3
8:30	1	1	2	0	0	0	4
8:45	0	0	2	1	0	0	3
9:00	1	2	1	0	0	0	4
9:15	0	1	0	0	0	0	1
9:30	0	0	1	0	0	0	1
9:45	0	0	0	0	0	0	0
10:00	2	3	0	1	0	0	6
10:15	0	1	0	1	0	0	2
10:30	1	0	0	1	0	0	2
10:45	0	1	0	1	0	0	2
11:00	0	0	0	1	0	0	1
11:15	2	0	0	0	0	0	2
11:30	0	0	0	0	0	0	0
11:45	1	0	0	0	0	0	1
TOTAL	20	16	8	6	0	0	50

AM PEAK HOUR	8:15 AM
AM PEAK VOLUME	14

PM	IN						
Time	1	2	3	4	5	6	TOTAL
12:00	1	1	0	0	0	0	2
12:15	1	0	0	0	0	0	1
12:30	1	0	0	0	0	0	1
12:45	0	1	0	0	0	0	1
13:00	0	1	1	0	0	0	2
13:15	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0
13:45	0	0	1	1	0	0	2
14:00	0	1	0	0	0	0	1
14:15	1	0	0	0	0	0	1
14:30	1	0	0	0	0	0	1
14:45	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0
15:15	0	0	0	1	0	0	1
15:30	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0
18:15	0	0	0	1	0	0	1
18:30	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0
19:00	1	0	0	0	0	0	1
19:15	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0
22:30	0	0	0	1	0	0	1
22:45	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0
TOTAL	6	4	2	4	0	0	16

AM PEAK HOUR	1:45 PM
AM PEAK VOLUME	5

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	Buses

TOTAL: AM+PM	26	20	10	10	0	0	66
% OF TOTAL	39.4%	30.3%	15.2%	15.2%	0.0%	0.0%	100.0%
TOTAL: ALL	54	42	21	19	0	0	136
% OF TOTAL	39.7%	30.9%	15.4%	14.0%	0.0%	0.0%	100.0%

A102423

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, April 16, 2024
JOB #: SC4557
CITY: Fontana
LOCATION: CLASS1 BJ Rubber Recycling Dwy north of Santa Ana Ave.TU

AM TIME	OUT 1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0
5:00	1	0	0	0	0	0	1
5:15	0	0	0	0	0	0	0
5:30	0	0	0	0	0	0	0
5:45	0	0	0	1	0	0	1
6:00	0	0	0	2	0	0	2
6:15	0	0	0	0	0	0	0
6:30	0	1	0	0	0	0	1
6:45	0	1	0	0	0	0	1
7:00	0	1	0	0	0	0	1
7:15	0	1	0	0	0	0	1
7:30	0	2	0	0	0	0	2
7:45	0	0	0	0	0	0	0
8:00	1	1	0	0	0	0	2
8:15	1	0	1	0	0	0	2
8:30	0	0	2	0	0	0	2
8:45	1	0	2	0	0	0	3
9:00	0	2	1	1	0	0	4
9:15	1	2	0	0	0	0	3
9:30	0	0	1	0	0	0	1
9:45	0	1	0	0	0	0	1
10:00	1	1	0	0	0	0	2
10:15	1	3	0	0	0	0	4
10:30	1	0	0	0	0	0	1
10:45	3	0	0	2	0	0	5
11:00	1	0	1	1	0	0	3
11:15	1	0	0	0	0	0	1
11:30	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0
TOTAL	13	16	8	7	0	0	44

AM PEAK HOUR	10:15 AM
AM PEAK VOLUME	13

PM Time	OUT 1	2	3	4	5	6	TOTAL
12:00	1	2	0	0	0	0	3
12:15	1	1	0	1	0	0	3
12:30	0	0	0	0	0	0	0
12:45	0	0	0	1	0	0	1
13:00	1	0	0	0	0	0	1
13:15	0	1	0	0	0	0	1
13:30	0	1	1	0	0	0	2
13:45	0	0	0	0	0	0	0
14:00	1	0	0	0	0	0	1
14:15	0	1	0	0	0	0	1
14:30	5	0	0	0	0	0	5
14:45	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0
15:15	2	0	0	0	0	0	2
15:30	4	0	0	0	0	0	4
15:45	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0
18:30	0	0	1	0	0	0	1
18:45	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0
22:30	0	0	1	0	0	0	1
22:45	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0
TOTAL	15	6	3	2	0	0	26

AM PEAK HOUR	2:30 PM
AM PEAK VOLUME	7

TOTAL: AM+PM	28	22	11	9	0	0	70
% OF TOTAL	40.0%	31.4%	15.7%	12.9%	0.0%	0.0%	100.0%

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	BUS

A102423

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, April 16, 2024 **CITY:** Fontana

JOB #: SC4557 **LOCATION:** CLASS1 BJ Rubber Recycling Dwy north of Santa Ana Ave.TU

AM	COMBINED						
TIME	1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0
5:00	1	0	0	0	0	0	1
5:15	3	0	0	0	0	0	3
5:30	1	0	0	0	0	0	1
5:45	0	0	0	1	0	0	1
6:00	1	0	0	2	0	0	3
6:15	4	1	1	0	0	0	6
6:30	0	4	0	0	0	0	4
6:45	0	2	0	0	0	0	2
7:00	0	1	0	0	0	0	1
7:15	0	2	0	0	0	0	2
7:30	0	3	0	0	0	0	3
7:45	1	0	0	0	0	0	1
8:00	1	1	0	0	0	0	2
8:15	3	0	2	0	0	0	5
8:30	1	1	4	0	0	0	6
8:45	1	0	4	1	0	0	6
9:00	1	4	2	1	0	0	8
9:15	1	3	0	0	0	0	4
9:30	0	0	2	0	0	0	2
9:45	0	1	0	0	0	0	1
10:00	3	4	0	1	0	0	8
10:15	1	4	0	1	0	0	6
10:30	2	0	0	1	0	0	3
10:45	3	1	0	3	0	0	7
11:00	1	0	1	2	0	0	4
11:15	3	0	0	0	0	0	3
11:30	0	0	0	0	0	0	0
11:45	1	0	0	0	0	0	1
TOTAL	33	32	16	13	0	0	94

AM PEAK HOUR	8:15 AM
AM PEAK VOLUME	25

PM	COMBINED						
Time	1	2	3	4	5	6	TOTAL
12:00	2	3	0	0	0	0	5
12:15	2	1	0	1	0	0	4
12:30	1	0	0	0	0	0	1
12:45	0	1	0	1	0	0	2
13:00	1	1	1	0	0	0	3
13:15	0	1	0	0	0	0	1
13:30	0	1	1	0	0	0	2
13:45	0	0	1	1	0	0	2
14:00	1	1	0	0	0	0	2
14:15	1	1	0	0	0	0	2
14:30	6	0	0	0	0	0	6
14:45	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0
15:15	2	0	0	1	0	0	3
15:30	4	0	0	0	0	0	4
15:45	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0
18:15	0	0	0	1	0	0	1
18:30	0	0	1	0	0	0	1
18:45	0	0	0	0	0	0	0
19:00	1	0	0	0	0	0	1
19:15	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0
22:30	0	0	1	1	0	0	2
22:45	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0
TOTAL	21	10	5	6	0	0	42

AM PEAK HOUR	1:45 PM
AM PEAK VOLUME	12

TOTAL: AM+PM	54	42	21	19	0	0	136
% OF TOTAL	39.7%	30.9%	15.4%	14.0%	0.0%	0.0%	100.0%

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	Buses

A102423

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Wednesday, April 17, 2024 **CITY:** Fontana

JOB #: SC4557 **LOCATION:** CLASS1 BJ Rubber Recycling Dwy north of Santa Ana Ave.WE

AM TIME	IN 1	2	3	4	5	6	TOTAL	PM Time	IN 1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0	12:00	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0	12:15	0	1	0	0	0	0	1
0:30	0	0	0	0	0	0	0	12:30	1	1	0	0	0	0	2
0:45	0	0	0	0	0	0	0	12:45	1	0	0	1	0	0	2
1:00	0	0	0	0	0	0	0	13:00	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	13:15	2	0	0	0	0	0	2
1:30	0	0	0	0	0	0	0	13:30	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	13:45	2	1	0	0	0	0	3
2:00	0	0	0	0	0	0	0	14:00	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	14:15	0	1	0	0	0	0	1
2:30	0	0	0	0	0	0	0	14:30	0	0	0	1	0	0	1
2:45	0	0	0	0	0	0	0	14:45	0	0	0	1	0	0	1
3:00	0	0	0	0	0	0	0	15:00	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	15:15	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	15:30	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	15:45	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	16:00	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	16:15	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	16:30	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	16:45	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	17:00	0	0	0	0	0	0	0
5:15	4	0	0	0	0	0	4	17:15	0	0	0	0	0	0	0
5:30	1	0	0	0	0	0	1	17:30	0	0	0	0	0	0	0
5:45	0	0	0	0	0	0	0	17:45	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	18:00	0	0	1	0	0	0	1
6:15	4	0	1	0	0	0	5	18:15	1	0	0	0	0	0	1
6:30	2	0	2	0	0	0	4	18:30	0	0	0	0	0	0	0
6:45	0	1	1	0	0	0	2	18:45	0	0	0	0	0	0	0
7:00	2	0	0	0	0	0	2	19:00	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	19:15	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	19:30	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	19:45	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	20:00	0	0	0	0	0	0	0
8:15	1	3	0	0	0	0	4	20:15	0	0	0	0	0	0	0
8:30	0	0	1	0	0	0	1	20:30	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	20:45	0	0	0	0	0	0	0
9:00	0	0	0	1	0	0	1	21:00	0	0	0	1	0	0	1
9:15	0	2	0	0	0	0	2	21:15	0	0	0	0	0	0	0
9:30	0	1	1	2	0	0	4	21:30	0	0	0	0	0	0	0
9:45	0	3	1	1	0	0	5	21:45	0	0	0	0	0	0	0
10:00	0	0	2	1	0	0	3	22:00	0	0	0	0	0	0	0
10:15	1	0	0	0	0	0	1	22:15	0	0	0	0	0	0	0
10:30	1	0	0	1	0	0	2	22:30	0	0	0	0	0	0	0
10:45	2	0	0	0	0	0	2	22:45	0	0	0	0	0	0	0
11:00	3	0	0	0	0	0	3	23:00	0	0	0	0	0	0	0
11:15	1	0	0	0	0	0	1	23:15	0	0	0	0	0	0	0
11:30	0	1	0	0	0	0	1	23:30	0	0	0	0	0	0	0
11:45	2	0	0	1	0	0	3	23:45	0	0	0	0	0	0	0
TOTAL	24	11	9	7	0	0	51	**TOTAL**	7	4	1	4	0	0	16

AM PEAK HOUR	9:15 AM
AM PEAK VOLUME	14

AM PEAK HOUR	12:30 PM
AM PEAK VOLUME	6

CLASS 1	PASSENGER VEHICLES	**TOTAL: AM+PM**	31	15	10	11	0	0	67
CLASS 2	2-AXLE TRUCKS	**% OF TOTAL**	46.3%	22.4%	14.9%	16.4%	0.0%	0.0%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	**TOTAL: ALL**	60	30	21	21	0	0	132
CLASS 6	Buses	**% OF TOTAL**	45.5%	22.7%	15.9%	15.9%	0.0%	0.0%	100.0%

A102423

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Wednesday, April 17, 2024
JOB #: SC4557
CITY: Fontana
LOCATION: CLASS1 BJ Rubber Recycling Dwy north of Santa Ana Ave.WE

AM TIME	OUT 1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0
5:00	1	0	0	0	0	0	1
5:15	0	0	0	0	0	0	0
5:30	0	0	0	1	0	0	1
5:45	0	0	1	0	0	0	1
6:00	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0
6:30	1	0	2	0	0	0	3
6:45	1	0	1	0	0	0	2
7:00	0	0	1	0	0	0	1
7:15	0	1	0	0	0	0	1
7:30	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0
8:15	0	1	0	0	0	0	1
8:30	0	0	1	0	0	0	1
8:45	0	1	0	0	0	0	1
9:00	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0
9:30	0	0	0	2	0	0	2
9:45	0	3	1	1	0	0	5
10:00	1	2	1	3	0	0	7
10:15	1	0	0	0	0	0	1
10:30	1	2	0	0	0	0	3
10:45	2	0	0	1	0	0	3
11:00	3	0	0	0	0	0	3
11:15	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0
TOTAL	11	10	8	8	0	0	37

AM PEAK HOUR	9:45 AM
AM PEAK VOLUME	16

PM Time	OUT 1	2	3	4	5	6	TOTAL
12:00	2	1	0	1	0	0	4
12:15	0	0	0	0	0	0	0
12:30	1	0	0	0	0	0	1
12:45	1	0	0	0	0	0	1
13:00	1	2	0	1	0	0	4
13:15	2	0	0	0	0	0	2
13:30	0	0	0	0	0	0	0
13:45	1	0	0	0	0	0	1
14:00	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0
14:30	3	0	1	0	0	0	4
14:45	0	1	0	0	0	0	1
15:00	1	1	0	0	0	0	2
15:15	2	0	0	0	0	0	2
15:30	4	0	0	0	0	0	4
15:45	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0
18:15	0	0	1	0	0	0	1
18:30	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0
21:15	0	0	1	0	0	0	1
21:30	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0
TOTAL	18	5	3	2	0	0	28

AM PEAK HOUR	2:45 PM
AM PEAK VOLUME	9

TOTAL: AM+PM		29	15	11	10	0	0	65
% OF TOTAL		44.6%	23.1%	16.9%	15.4%	0.0%	0.0%	100.0%

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	BUS

A102423

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Wednesday, April 17, 2024 **CITY:** Fontana

JOB #: SC4557 **LOCATION:** CLASS1 BJ Rubber Recycling Dwy north of Santa Ana Ave.WE

AM	COMBINED						
TIME	1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0
5:00	1	0	0	0	0	0	1
5:15	4	0	0	0	0	0	4
5:30	1	0	0	1	0	0	2
5:45	0	0	1	0	0	0	1
6:00	0	0	0	0	0	0	0
6:15	4	0	1	0	0	0	5
6:30	3	0	4	0	0	0	7
6:45	1	1	2	0	0	0	4
7:00	2	0	1	0	0	0	3
7:15	0	1	0	0	0	0	1
7:30	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0
8:15	1	4	0	0	0	0	5
8:30	0	0	2	0	0	0	2
8:45	0	1	0	0	0	0	1
9:00	0	0	0	1	0	0	1
9:15	0	2	0	0	0	0	2
9:30	0	1	1	4	0	0	6
9:45	0	6	2	2	0	0	10
10:00	1	2	3	4	0	0	10
10:15	2	0	0	0	0	0	2
10:30	2	2	0	1	0	0	5
10:45	4	0	0	1	0	0	5
11:00	6	0	0	0	0	0	6
11:15	1	0	0	0	0	0	1
11:30	0	1	0	0	0	0	1
11:45	2	0	0	1	0	0	3
TOTAL	35	21	17	15	0	0	88

AM PEAK HOUR	9:30 AM
AM PEAK VOLUME	28

PM	COMBINED						
Time	1	2	3	4	5	6	TOTAL
12:00	2	1	0	1	0	0	4
12:15	0	1	0	0	0	0	1
12:30	2	1	0	0	0	0	3
12:45	2	0	0	1	0	0	3
13:00	1	2	0	1	0	0	4
13:15	4	0	0	0	0	0	4
13:30	0	0	0	0	0	0	0
13:45	3	1	0	0	0	0	4
14:00	0	0	0	0	0	0	0
14:15	0	1	0	0	0	0	1
14:30	3	0	1	1	0	0	5
14:45	0	1	0	1	0	0	2
15:00	1	1	0	0	0	0	2
15:15	2	0	0	0	0	0	2
15:30	4	0	0	0	0	0	4
15:45	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0
18:00	0	0	1	0	0	0	1
18:15	1	0	1	0	0	0	2
18:30	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0
21:00	0	0	0	1	0	0	1
21:15	0	0	1	0	0	0	1
21:30	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0
TOTAL	25	9	4	6	0	0	44

AM PEAK HOUR	12:30 PM
AM PEAK VOLUME	14

TOTAL: AM+PM	60	30	21	21	0	0	132
% OF TOTAL	45.5%	22.7%	15.9%	15.9%	0.0%	0.0%	100.0%

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	Buses

A102423

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Thursday, April 18, 2024 **CITY:** Fontana

JOB #: SC4557 **LOCATION:** CLASS1 BJ Rubber Recycling Dwy north of Santa Ana Ave.TH

AM TIME	IN 1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0
5:00	1	0	0	0	0	0	1
5:15	3	0	0	0	0	0	3
5:30	1	0	0	0	0	0	1
5:45	0	0	0	0	0	0	0
6:00	1	0	0	0	0	0	1
6:15	3	1	0	0	0	0	4
6:30	2	3	1	0	0	0	6
6:45	0	0	1	0	0	0	1
7:00	0	0	0	1	0	0	1
7:15	1	0	0	0	0	0	1
7:30	1	0	0	0	0	0	1
7:45	0	1	0	1	0	0	2
8:00	1	0	0	1	0	0	2
8:15	0	0	0	1	0	0	1
8:30	0	1	1	1	0	0	3
8:45	1	1	0	2	0	0	4
9:00	0	1	0	0	0	0	1
9:15	0	0	0	0	0	0	0
9:30	0	0	1	0	0	0	1
9:45	1	1	0	1	0	0	3
10:00	1	3	2	1	0	0	7
10:15	0	2	1	0	0	0	3
10:30	2	1	0	1	0	0	4
10:45	0	0	0	0	0	0	0
11:00	0	1	0	0	0	0	1
11:15	1	0	0	0	0	0	1
11:30	3	0	0	0	0	0	3
11:45	1	1	0	0	0	0	2
TOTAL	24	17	7	10	0	0	58

AM PEAK HOUR	9:45 AM
AM PEAK VOLUME	17

PM Time	IN 1	2	3	4	5	6	TOTAL
12:00	4	0	0	0	0	0	4
12:15	2	2	0	1	0	0	5
12:30	0	0	0	0	0	0	0
12:45	0	3	0	0	0	0	3
13:00	1	1	1	0	0	0	3
13:15	0	1	1	0	0	0	2
13:30	0	2	0	0	0	0	2
13:45	0	2	0	0	0	0	2
14:00	1	0	0	1	0	0	2
14:15	0	0	0	1	0	0	1
14:30	0	0	0	1	0	0	1
14:45	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0
15:30	1	0	0	1	0	0	2
15:45	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0
TOTAL	10	11	2	5	0	0	28

AM PEAK HOUR	12:00 PM
AM PEAK VOLUME	12

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	34	28	9	15	0	0	86
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	39.5%	32.6%	10.5%	17.4%	0.0%	0.0%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL: ALL	69	56	17	31	0	0	173
CLASS 6	Buses	% OF TOTAL	39.9%	32.4%	9.8%	17.9%	0.0%	0.0%	100.0%

A102423

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Thursday, April 18, 2024
JOB #: SC4557
CITY: Fontana
LOCATION: CLASS1 BJ Rubber Recycling Dwy north of Santa Ana Ave.TH

AM TIME	OUT 1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0
5:00	1	0	0	0	0	0	1
5:15	0	0	0	0	0	0	0
5:30	0	0	0	1	0	0	1
5:45	0	0	1	0	0	0	1
6:00	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0
6:30	0	1	0	1	0	0	2
6:45	0	1	1	0	0	0	2
7:00	0	1	0	1	0	0	2
7:15	0	1	0	1	0	0	2
7:30	1	0	0	0	0	0	1
7:45	0	0	0	0	0	0	0
8:00	0	1	0	0	0	0	1
8:15	1	0	0	0	0	0	1
8:30	0	1	0	2	0	0	3
8:45	0	0	1	0	0	0	1
9:00	1	1	0	0	0	0	2
9:15	1	1	0	1	0	0	3
9:30	0	0	1	2	0	0	3
9:45	0	0	0	0	0	0	0
10:00	2	2	2	1	0	0	7
10:15	1	2	0	1	0	0	4
10:30	0	0	0	0	0	0	0
10:45	2	3	0	1	0	0	6
11:00	1	0	0	0	0	0	1
11:15	3	0	0	0	0	0	3
11:30	0	0	0	0	0	0	0
11:45	2	0	0	0	0	0	2
TOTAL	16	15	6	12	0	0	49

AM PEAK HOUR	10:00 AM
AM PEAK VOLUME	17

PM Time	OUT 1	2	3	4	5	6	TOTAL
12:00	2	0	0	0	0	0	2
12:15	2	1	0	0	0	0	3
12:30	1	1	0	0	0	0	2
12:45	1	2	0	1	0	0	4
13:00	0	0	1	0	0	0	1
13:15	0	3	1	0	0	0	4
13:30	0	3	0	0	0	0	3
13:45	2	1	0	0	0	0	3
14:00	1	1	0	0	0	0	2
14:15	0	1	0	0	0	0	1
14:30	2	0	0	2	0	0	4
14:45	0	0	0	0	0	0	0
15:00	1	0	0	0	0	0	1
15:15	1	0	0	0	0	0	1
15:30	6	0	0	0	0	0	6
15:45	0	0	0	1	0	0	1
16:00	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0
TOTAL	19	13	2	4	0	0	38

AM PEAK HOUR	1:15 PM
AM PEAK VOLUME	12

TOTAL: AM+PM	35	28	8	16	0	0	87
% OF TOTAL	40.2%	32.2%	9.2%	18.4%	0.0%	0.0%	100.0%

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	BUS

A102423

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Thursday, April 18, 2024 **CITY:** Fontana

JOB #: SC4557 **LOCATION:** CLASS1 BJ Rubber Recycling Dwy north of Santa Ana Ave.TH

AM	COMBINED						
TIME	1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0
5:00	2	0	0	0	0	0	2
5:15	3	0	0	0	0	0	3
5:30	1	0	0	1	0	0	2
5:45	0	0	1	0	0	0	1
6:00	1	0	0	0	0	0	1
6:15	3	1	0	0	0	0	4
6:30	2	4	1	1	0	0	8
6:45	0	1	2	0	0	0	3
7:00	0	1	0	2	0	0	3
7:15	1	1	0	1	0	0	3
7:30	2	0	0	0	0	0	2
7:45	0	1	0	1	0	0	2
8:00	1	1	0	1	0	0	3
8:15	1	0	0	1	0	0	2
8:30	0	2	1	3	0	0	6
8:45	1	1	1	2	0	0	5
9:00	1	2	0	0	0	0	3
9:15	1	1	0	1	0	0	3
9:30	0	0	2	2	0	0	4
9:45	1	1	0	1	0	0	3
10:00	3	5	4	2	0	0	14
10:15	1	4	1	1	0	0	7
10:30	2	1	0	1	0	0	4
10:45	2	3	0	1	0	0	6
11:00	1	1	0	0	0	0	2
11:15	4	0	0	0	0	0	4
11:30	3	0	0	0	0	0	3
11:45	3	1	0	0	0	0	4
TOTAL	40	32	13	22	0	0	107

AM PEAK HOUR	10:00 AM
AM PEAK VOLUME	31

PM	COMBINED						
Time	1	2	3	4	5	6	TOTAL
12:00	6	0	0	0	0	0	6
12:15	4	3	0	1	0	0	8
12:30	1	1	0	0	0	0	2
12:45	1	5	0	1	0	0	7
13:00	1	1	2	0	0	0	4
13:15	0	4	2	0	0	0	6
13:30	0	5	0	0	0	0	5
13:45	2	3	0	0	0	0	5
14:00	2	1	0	1	0	0	4
14:15	0	1	0	1	0	0	2
14:30	2	0	0	3	0	0	5
14:45	0	0	0	0	0	0	0
15:00	1	0	0	0	0	0	1
15:15	1	0	0	0	0	0	1
15:30	7	0	0	1	0	0	8
15:45	0	0	0	1	0	0	1
16:00	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0
TOTAL	29	24	4	9	0	0	66

AM PEAK HOUR	12:00 PM
AM PEAK VOLUME	23

TOTAL: AM+PM	69	56	17	31	0	0	173
% OF TOTAL	39.9%	32.4%	9.8%	17.9%	0.0%	0.0%	100.0%

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	Buses

A102423

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Friday, May 03, 2024 **CITY:** Fontana

JOB #: SC4557 **LOCATION:** CLASS1 BJ Rubber Recycling Dwy north of Santa Ana Ave.FR

AM TIME	IN 1	2	3	4	5	6	TOTAL	PM Time	IN 1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0	12:00	0	2	0	0	0	0	2
0:15	0	0	0	0	0	0	0	12:15	0	1	0	3	0	0	4
0:30	0	0	0	0	0	0	0	12:30	1	0	1	0	0	0	2
0:45	0	0	0	0	0	0	0	12:45	3	0	0	1	0	0	4
1:00	0	0	0	0	0	0	0	13:00	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	13:15	0	1	1	1	0	0	3
1:30	0	0	0	0	0	0	0	13:30	0	1	0	0	0	0	1
1:45	0	0	0	0	0	0	0	13:45	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	14:00	1	0	0	0	0	0	1
2:15	0	0	0	0	0	0	0	14:15	0	2	0	0	0	0	2
2:30	0	0	0	0	0	0	0	14:30	1	0	1	0	0	0	2
2:45	0	0	0	0	0	0	0	14:45	1	0	0	0	0	0	1
3:00	0	0	0	0	0	0	0	15:00	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	15:15	1	0	0	0	0	0	1
3:30	0	0	0	0	0	0	0	15:30	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	15:45	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	16:00	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	16:15	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	16:30	0	0	0	0	0	0	0
4:45	1	0	0	0	0	0	1	16:45	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	17:00	0	0	0	0	0	0	0
5:15	3	0	0	0	0	0	3	17:15	0	0	0	0	0	0	0
5:30	0	0	0	0	0	0	0	17:30	0	0	0	0	0	0	0
5:45	0	0	0	0	0	0	0	17:45	0	0	0	0	0	0	0
6:00	1	2	0	0	0	0	3	18:00	0	0	0	0	0	0	0
6:15	3	1	0	0	0	0	4	18:15	1	0	0	0	0	0	1
6:30	1	0	1	1	0	0	3	18:30	0	0	0	0	0	0	0
6:45	0	1	1	1	0	0	3	18:45	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	19:00	0	0	0	0	0	0	0
7:15	0	0	2	0	0	0	2	19:15	0	0	0	0	0	0	0
7:30	1	1	0	0	0	0	2	19:30	0	0	0	0	0	0	0
7:45	3	1	0	0	0	0	4	19:45	0	0	0	0	0	0	0
8:00	0	1	0	0	0	0	1	20:00	0	0	0	0	0	0	0
8:15	2	0	0	1	0	0	3	20:15	0	0	0	0	0	0	0
8:30	3	1	0	0	0	0	4	20:30	0	0	0	0	0	0	0
8:45	0	1	0	2	0	0	3	20:45	0	0	0	0	0	0	0
9:00	0	0	1	0	0	0	1	21:00	0	0	0	0	0	0	0
9:15	0	0	1	0	0	0	1	21:15	0	0	0	0	0	0	0
9:30	1	0	1	0	0	0	2	21:30	0	0	0	0	0	0	0
9:45	0	3	0	1	0	0	4	21:45	0	0	0	0	0	0	0
10:00	0	1	0	0	0	0	1	22:00	0	0	0	0	0	0	0
10:15	2	2	0	1	0	0	5	22:15	0	0	0	0	0	0	0
10:30	1	0	0	0	0	0	1	22:30	0	0	0	0	0	0	0
10:45	1	1	0	1	0	0	3	22:45	0	0	0	0	0	0	0
11:00	2	0	0	0	0	0	2	23:00	0	0	0	0	0	0	0
11:15	1	1	0	1	0	0	3	23:15	0	0	0	0	0	0	0
11:30	1	1	0	0	0	0	2	23:30	0	0	0	0	0	0	0
11:45	2	2	0	0	0	0	4	23:45	0	0	0	0	0	0	0
TOTAL	29	20	7	9	0	0	65	TOTAL	9	7	3	5	0	0	24
				AM PEAK HOUR			6:00 AM					AM PEAK HOUR			12:00 PM
				AM PEAK VOLUME			13					AM PEAK VOLUME			12

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	38	27	10	14	0	0	89
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	42.7%	30.3%	11.2%	15.7%	0.0%	0.0%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL: ALL	77	54	21	27	0	0	179
CLASS 6	Buses	% OF TOTAL	43.0%	30.2%	11.7%	15.1%	0.0%	0.0%	100.0%

A102423

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Friday, May 03, 2024
JOB #: SC4557
CITY: Fontana
LOCATION: CLASS1 BJ Rubber Recycling Dwy north of Santa Ana Ave.FR

AM TIME	OUT 1	2	3	4	5	6	TOTAL	PM Time	OUT 1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0	12:00	2	0	0	1	0	0	3
0:15	0	0	0	0	0	0	0	12:15	0	1	0	0	0	0	1
0:30	0	0	0	0	0	0	0	12:30	1	1	0	1	0	0	3
0:45	0	0	0	0	0	0	0	12:45	2	2	0	2	0	0	6
1:00	0	0	0	0	0	0	0	13:00	0	1	2	0	0	0	3
1:15	0	0	0	0	0	0	0	13:15	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	13:30	4	2	0	0	0	0	6
1:45	0	0	0	0	0	0	0	13:45	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	14:00	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	14:15	1	0	0	0	0	0	1
2:30	0	0	0	0	0	0	0	14:30	1	2	1	0	0	0	4
2:45	0	0	0	0	0	0	0	14:45	2	0	0	0	0	0	2
3:00	0	0	0	0	0	0	0	15:00	2	0	0	0	0	0	2
3:15	0	0	0	0	0	0	0	15:15	6	0	0	0	0	0	6
3:30	0	0	0	0	0	0	0	15:30	2	0	0	0	0	0	2
3:45	0	0	0	0	0	0	0	15:45	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	16:00	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	16:15	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	16:30	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	16:45	0	0	0	0	0	0	0
5:00	1	0	0	1	0	0	2	17:00	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0	17:15	0	0	0	0	0	0	0
5:30	0	0	0	0	0	0	0	17:30	0	0	0	0	0	0	0
5:45	0	0	0	1	0	0	1	17:45	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	18:00	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	18:15	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	18:30	0	0	0	0	0	0	0
6:45	0	2	0	0	0	0	2	18:45	0	0	0	0	0	0	0
7:00	2	1	1	0	0	0	4	19:00	0	0	0	0	0	0	0
7:15	1	1	1	1	0	0	4	19:15	0	0	0	0	0	0	0
7:30	0	1	1	0	0	0	2	19:30	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	19:45	0	0	0	0	0	0	0
8:00	0	1	0	0	0	0	1	20:00	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	20:15	0	0	0	0	0	0	0
8:30	1	1	1	1	0	0	4	20:30	0	0	0	0	0	0	0
8:45	1	0	0	1	0	0	2	20:45	0	0	0	0	0	0	0
9:00	0	2	1	1	0	0	4	21:00	0	0	0	0	0	0	0
9:15	1	0	1	0	0	0	2	21:15	0	0	0	0	0	0	0
9:30	0	0	1	0	0	0	1	21:30	0	0	0	0	0	0	0
9:45	1	3	0	0	0	0	4	21:45	0	0	0	0	0	0	0
10:00	2	0	0	1	0	0	3	22:00	0	0	0	0	0	0	0
10:15	1	1	1	0	0	0	3	22:15	0	0	0	0	0	0	0
10:30	0	0	0	1	0	0	1	22:30	0	0	0	0	0	0	0
10:45	1	4	0	0	0	0	5	22:45	0	0	0	0	0	0	0
11:00	2	0	0	1	0	0	3	23:00	0	0	0	0	0	0	0
11:15	2	0	0	0	0	0	2	23:15	0	0	0	0	0	0	0
11:30	0	1	0	0	0	0	1	23:30	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	23:45	0	0	0	0	0	0	0
TOTAL	16	18	8	9	0	0	51	**TOTAL**	23	9	3	4	0	0	39

AM PEAK HOUR	10:15 AM
AM PEAK VOLUME	12

AM PEAK HOUR	12:45 PM
AM PEAK VOLUME	15

		1	2	3	4	5	6	TOTAL
TOTAL: AM+PM		39	27	11	13	0	0	90
% OF TOTAL		43.3%	30.0%	12.2%	14.4%	0.0%	0.0%	100.0%
CLASS 1	PASSENGER VEHICLES							
CLASS 2	2-AXLE TRUCKS							
CLASS 3	3-AXLE TRUCKS							
CLASS 4	4 OR MORE AXLE TRUCKS							
CLASS 5	RV							
CLASS 6	BUS							

A102423

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Friday, May 03, 2024 **CITY:** Fontana

JOB #: SC4557 **LOCATION:** CLASS1 BJ Rubber Recycling Dwy north of Santa Ana Ave.FR

AM TIME	COMBINED 1	2	3	4	5	6	TOTAL	PM Time	COMBINED 1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0	12:00	2	2	0	1	0	0	5
0:15	0	0	0	0	0	0	0	12:15	0	2	0	3	0	0	5
0:30	0	0	0	0	0	0	0	12:30	2	1	1	1	0	0	5
0:45	0	0	0	0	0	0	0	12:45	5	2	0	3	0	0	10
1:00	0	0	0	0	0	0	0	13:00	0	1	2	0	0	0	3
1:15	0	0	0	0	0	0	0	13:15	0	1	1	1	0	0	3
1:30	0	0	0	0	0	0	0	13:30	4	3	0	0	0	0	7
1:45	0	0	0	0	0	0	0	13:45	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	14:00	1	0	0	0	0	0	1
2:15	0	0	0	0	0	0	0	14:15	1	2	0	0	0	0	3
2:30	0	0	0	0	0	0	0	14:30	2	2	2	0	0	0	6
2:45	0	0	0	0	0	0	0	14:45	3	0	0	0	0	0	3
3:00	0	0	0	0	0	0	0	15:00	2	0	0	0	0	0	2
3:15	0	0	0	0	0	0	0	15:15	7	0	0	0	0	0	7
3:30	0	0	0	0	0	0	0	15:30	2	0	0	0	0	0	2
3:45	0	0	0	0	0	0	0	15:45	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	16:00	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	16:15	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	16:30	0	0	0	0	0	0	0
4:45	1	0	0	0	0	0	1	16:45	0	0	0	0	0	0	0
5:00	1	0	0	1	0	0	2	17:00	0	0	0	0	0	0	0
5:15	3	0	0	0	0	0	3	17:15	0	0	0	0	0	0	0
5:30	0	0	0	0	0	0	0	17:30	0	0	0	0	0	0	0
5:45	0	0	0	1	0	0	1	17:45	0	0	0	0	0	0	0
6:00	1	2	0	0	0	0	3	18:00	0	0	0	0	0	0	0
6:15	3	1	0	0	0	0	4	18:15	1	0	0	0	0	0	1
6:30	1	0	1	1	0	0	3	18:30	0	0	0	0	0	0	0
6:45	0	3	1	1	0	0	5	18:45	0	0	0	0	0	0	0
7:00	2	1	1	0	0	0	4	19:00	0	0	0	0	0	0	0
7:15	1	1	3	1	0	0	6	19:15	0	0	0	0	0	0	0
7:30	1	2	1	0	0	0	4	19:30	0	0	0	0	0	0	0
7:45	3	1	0	0	0	0	4	19:45	0	0	0	0	0	0	0
8:00	0	2	0	0	0	0	2	20:00	0	0	0	0	0	0	0
8:15	2	0	0	1	0	0	3	20:15	0	0	0	0	0	0	0
8:30	4	2	1	1	0	0	8	20:30	0	0	0	0	0	0	0
8:45	1	1	0	3	0	0	5	20:45	0	0	0	0	0	0	0
9:00	0	2	2	1	0	0	5	21:00	0	0	0	0	0	0	0
9:15	1	0	2	0	0	0	3	21:15	0	0	0	0	0	0	0
9:30	1	0	2	0	0	0	3	21:30	0	0	0	0	0	0	0
9:45	1	6	0	1	0	0	8	21:45	0	0	0	0	0	0	0
10:00	2	1	0	1	0	0	4	22:00	0	0	0	0	0	0	0
10:15	3	3	1	1	0	0	8	22:15	0	0	0	0	0	0	0
10:30	1	0	0	1	0	0	2	22:30	0	0	0	0	0	0	0
10:45	2	5	0	1	0	0	8	22:45	0	0	0	0	0	0	0
11:00	4	0	0	1	0	0	5	23:00	0	0	0	0	0	0	0
11:15	3	1	0	1	0	0	5	23:15	0	0	0	0	0	0	0
11:30	1	2	0	0	0	0	3	23:30	0	0	0	0	0	0	0
11:45	2	2	0	0	0	0	4	23:45	0	0	0	0	0	0	0
TOTAL	45	38	15	18	0	0	116	**TOTAL**	32	16	6	9	0	0	63
	AM PEAK HOUR			10:15 AM					**AM PEAK HOUR**			12:00 PM			
	AM PEAK VOLUME			23					**AM PEAK VOLUME**			25			

TOTAL: AM+PM	77	54	21	27	0	0	179
% OF TOTAL	43.0%	30.2%	11.7%	15.1%	0.0%	0.0%	100.0%

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	Buses

Table 2 - Summary o Average Daily Tra ic Volumes (or Tra ic Noise Analysis)

Street Segment	Average Daily Tra ic (Year 2024)[1]	% Heavy Vehicle	Project % Distribution[2]		Project Tra ic			Existing plus Project
		(rom counts)	Passenger	Trucks	Passenger	Trucks	Total	Total
F eetwood Dr, between Via Cerro and Via Ricardo	1,292	4%	100%	100%	213	130	342	1,634
Market Street, s/o 24th Street	19,633	4%	75%	100%	159	130	289	19,922

Notes:

[1]Average Dai y Traffic were co ected by Dudek in Apri 2024.

[2]Based on the project ocation and site p an that shows project access driveways, 100% of the project trips wou d use F eetwood Drive. Based on the regiona roadway network, approximate y 100% of the truck trips and 75% of the passenger car trips are anticipated to use Market Street and access SR-60

Attachment D

VMT Reduction Measures

FEHR & PEERS

Trip Reduction Programs - T-7. Implement Commute Trip Reduction Marketing

Locational Context	**Urban, Suburban**
Scale of Application	**Project/Site**
Type of VMT affected:	**Employee commute trips**
Max VMT reduction:	**4.00%**

This measure will implement a marketing strategy to promote the project site employer's CTR program. Information sharing and marketing promote and educate employees about their travel choices to the employment location beyond driving such as carpooling, taking transit, walking, and biking, thereby reducing VMT and GHG emissions.

The following features (or similar alternatives) of the marketing strategy are essential for effectiveness.

- Onsite or online commuter information services.
- Employee transportation coordinators.
- Onsite or online transit pass sales.
- Guaranteed ride home service.

Percent of employees eligible for program	100.0%	**percent**	user input (default value = 0-1)
Percent reduction in employee commute vehicle trips	-4.0%	**percent**	constant (default value = -0.04)
Adjustment from vehicle trips to VMT	1.000	**unitless**	constant (default value = 1)
Change in VMT	-4.00%	**percent reduction**	

Formula: % Change in VMT = Percent of employees eligible for program * Percent reduction in employee commute vehicle trips

Sources:

(1) Transportation Research Board (TRB). 2010. Traveler Response to Transportation System Changes Handbook, Third Edition: Chapter 19, Employer and Institutional TDM Strategies. June. Available: http://www.trb.org/Publications/Blurbs/163781.aspx. Accessed: January 2021.

FEHR PEERS

T ip Reduction P og ams - T-10. P ovide End-of-T ip Bicycle Facilities

Locational Context	**Urban, Suburban**
Scale of Application	**Project/Site**
Type of VMT affected:	**Employee commute trips**
Max VMT reduction:	**4.40%**

This measure will install and maintain end-of-trip facilities for employee use. End-of-trip facilities include bike parking, bike lockers, showers, and personal lockers. The provision and maintenance of secure bike parking and related facilities encourages commuting by bicycle, thereby reducing VMT and GHG emissions.

Select the Core-Based Statistical Area for the project.	Riverside-San Bernardino-Ontario		Appendix C. T-9.1
Bike mode adjustment factor	1.780	**unitless**	constant (default value = 1.78-4.86)
Existing bicycle trip length for all trips in region	2.2	**mile**	optional (default value = 1.7-2.9)
Existing vehicle trip length for all trips in region	11.7	**mile**	optional (default value = 9.7-19.1)
Existing bicycle mode share for work trips in region	0.4%	**percent**	optional (default value = 0.004-0.041)
Existing vehicle mode share for work trips in region	95.3%	**percent**	optional (default value = 0.671-0.953)
Change in VMT	**-0.06%**	**percent reduction**	

Formula: % Change in VMT = (Existing bicycle trip length for all trips in region * (Existing bicycle mode share for work trips in region - (Bike mode adjustment factor * Existing bicycle mode share for work trips in region))) / (Existing vehicle trip length for all trips in region * Existing vehicle mode share for work trips in region)

Sources:

(1) Buehler, R. 2012. Determinants of bicycle commuting in the Washington, DC region: The role bicycle parking, cyclist showers, and free car parking at work. Transportation Research Part D, 17, 525– 531. Available: http://www.pedbikeinfo.org/cms/downloads/DeterminantsofBicycleCommuting.pdf. Accessed: January 2021.

(2) Federal Highway Administration (FHWA). 2017a. National Household Travel Survey – 2017 Table Designer. Travel Day PT by TRPTRANS by HH_CBSA. Available: https://nhts.ornl.gov/. Accessed: January 2021.

(3) Federal Highway Administration (FHWA). 2017b. National Household Travel Survey – 2017 Table Designer. Workers by WRKTRANS by HH_CBSA. Available: https://nhts.ornl.gov/. Accessed: January 2021.