

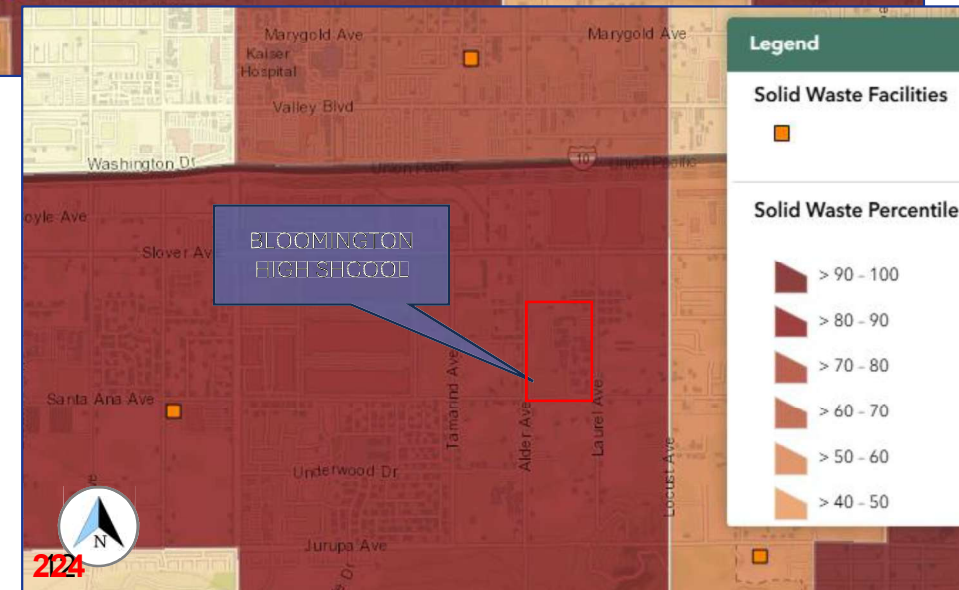
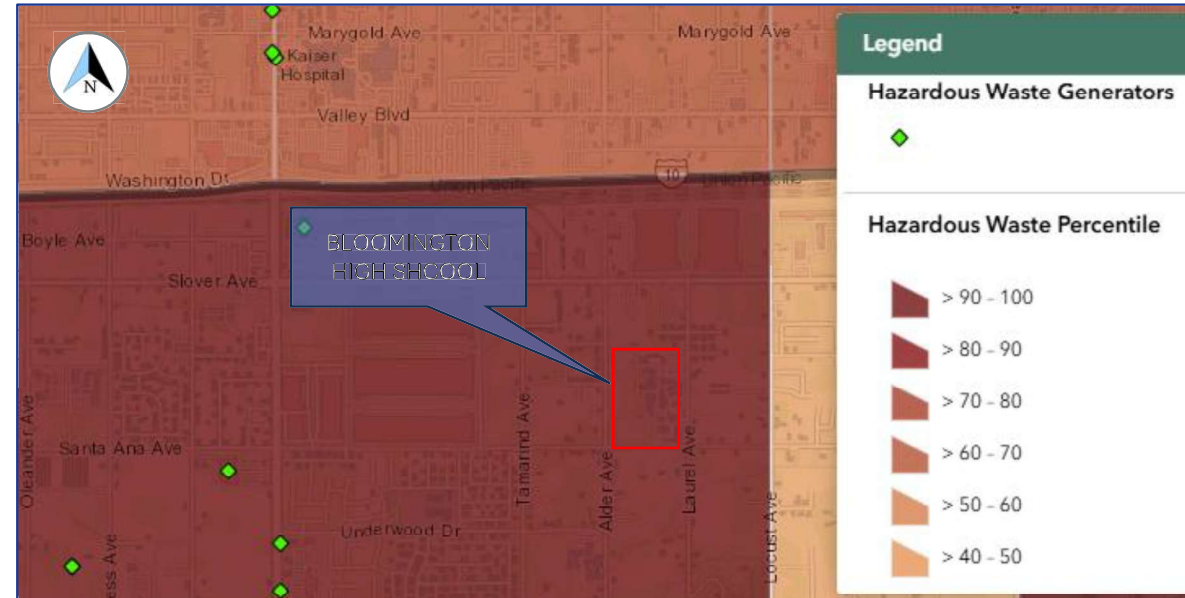
## CalEnviroScreen 4.0 Solid and Hazardous Waste Indicator Maps

The Project area experiences exceptionally high exposure to hazardous waste generators (94<sup>th</sup> percentile) and solid waste facilities (87<sup>th</sup> percentile).

Hazardous waste, which can range from used automotive oil to highly toxic waste materials produced by factories and businesses, must be transported to permitted facilities for recycling, treatment, storage or disposal. Hazardous waste can have significant health and environmental impacts.

Solid waste facilities collect, process, and store household, business and other kinds of waste. These can be landfills or recycling facilities. Even well-regulated solid waste facilities pose a risk of exposure to hazardous substances. These sites often raise concerns amongst community members, who are most often disadvantaged, regarding odor, insects and pests, and truck traffic.

These combined conditions increase health risks and underscore the need for safer active transportation options that will help improve local air quality and encourage healthy lifestyles which can assist in mitigating some impacts of elevated risk.





**Exhibit**  
**Bloomington High School**  
**2025 School Report Card**

# DISTRICT PERFORMANCE OVERVIEW

## Bloomington High

Explore the performance of Bloomington High under California's Accountability System.

### District Details

**Address:** 10750 Laurel Avenue Bloomington, CA 92316-2520  
**Website:** [No Data](#)  
**Grades Served:** 9-12

### Student Population

Explore additional information about this district's student population.

**1,794 ENROLLMENT**   **89.2% SOCIOECONOMICALLY DISADVANTAGED**   **15.5% ENGLISH LEARNERS**   **0.4% FOSTER YOUTH**

### Local Indicators

**Basics: Teachers, Instructional Materials, Facilities**

STANDARD NOT MET

**Implementation of Academic Standards**

STANDARD NOT MET

**Parent and Family Engagement**

STANDARD NOT MET

**Local Climate Survey**

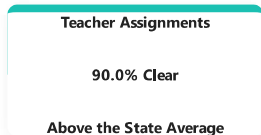
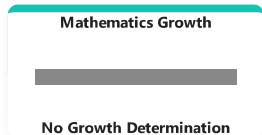
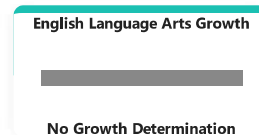
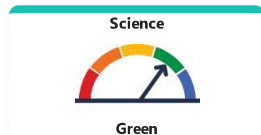
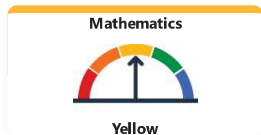
STANDARD NOT MET

**Access to a Broad Course of Study**

STANDARD NOT MET

### Performance Color Scale

lowest to highest



### Academic Performance

View student assessment results and other aspects of school performance under the California Accountability System.

**English Language Arts**

	Points	Change
All Students	30.6 Below Standard	Increased 5.6 Points
State	8.1 Below Standard	Increased 5.1 Points

**EQUITY REPORT**  
Number of Student Groups in Each Color

0 Red	3 Orange	2 Yellow	0 Green	0 Blue
-------	----------	----------	---------	--------

**Mathematics**

	Points	Change
All Students	108.9 Below Standard	Increased 16.3 Points
State	42.4 Below Standard	Increased 5.2 Points

**EQUITY REPORT**  
Number of Student Groups in Each Color

0 Red	3 Orange	2 Yellow	0 Green	0 Blue
-------	----------	----------	---------	--------

**English Learner Progress**

	Points	Change
All Students	31.6 Making Progress	Declined 8.0%
State	46.4 Making Progress	Maintained 0.7%

**LONG-TERM ENGLISH LEARNER PROGRESS**

1 Red	0 Orange	0 Yellow	0 Green	0 Blue
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**College/Career**

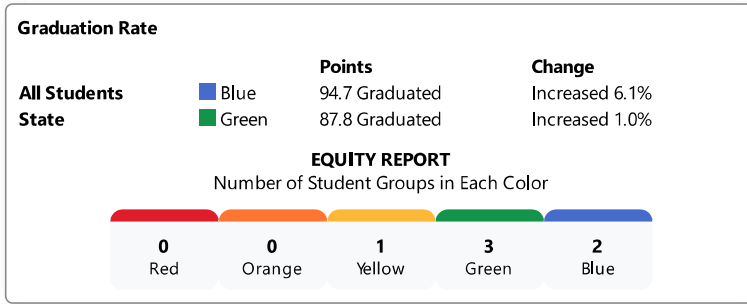
	Points	Change
All Students	Prepared 43.9	Increased 6.8%
State	Prepared 51.7	Increased 3.1%

**EQUITY REPORT**  
Number of Student Groups in Each Color

0 Red	0 Orange	4 Yellow	2 Green	0 Blue
-------	----------	----------	---------	--------

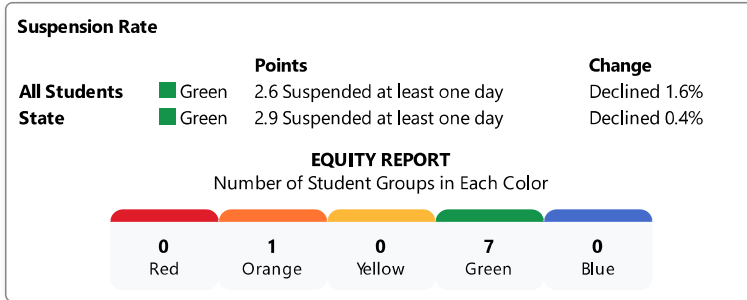
## Academic Engagement

See information that shows how well schools are engaging students in their learning.



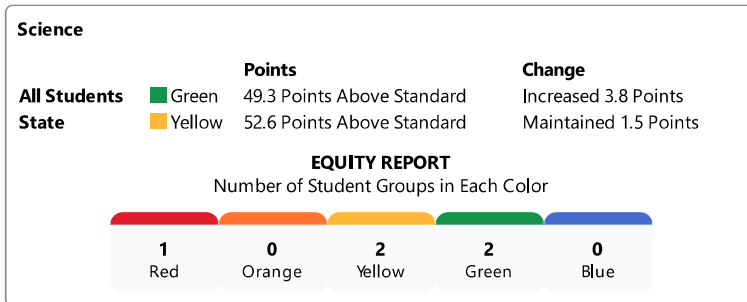
## Conditions & Climate

View data related to how well schools are providing a healthy, safe and welcoming environment.



## Informational Purpose

Explore the following data elements presented for informational purposes only. These data are not used for accountability determinations.



# 17713 SLOVER AVE BLOOMINGTON

## TRAFFIC IMPACT ANALYSIS

### Prepared For:

Duke Realty,  
200 Spectrum Center Drive,  
Suite 1600,  
Irvine, CA 92618

### Prepared By:

ENVIRONMENT | PLANNING | DEVELOPMENT SOLUTIONS, INC.

2355 Main Street, Suite 100  
Irvine, CA 92614  
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Contact: Abby Pal  
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October 20, 2022

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- APPENDIX C – LEVEL OF SERVICE CALCULATIONS

## 1 EXECUTIVE SUMMARY

This Focused Traffic Impact Analysis (FTIA) has been prepared by EPD Solutions, Inc. (EPD) to analyze the potential transportation-related impacts of the proposed industrial building located southeast corner of Alder Avenue and Slover Avenue in unincorporated San Bernardino County. The project proposes to construct a 259,481 square foot speculative high-cube warehouse with 38 dock doors. Access will be provided via two driveways on Slover Avenue and one driveway on Alder Avenue. The existing site is currently vacant.

The project trip generation was prepared using trip rates for High Cube Transload and Short-Term Storage Warehouse from the Institute of Transportation Engineers (ITE) Trip Generation, 11th Edition (2021). The truck percentages were determined using data from the SCAQMD Warehouse Truck Trip Study, July 17, 2017. A Passenger Car Equivalent (PCE) factor was added to the truck trips to account for the larger vehicle size and increased roadway capacity utilized by large trucks. The project is forecast to generate 531 daily PCE trips including 30 PCE trips during the AM peak hour and 38 PCE trips during the PM peak hour.

The following study area intersections were evaluated during the AM and PM peak hours, which are defined as the hours with the highest traffic volumes during the 7 AM to 9 AM and 4 PM to 6 PM peak commute periods.

1. Alder Avenue/Slover Avenue
2. Project Driveway 1/Slover Avenue
3. Project Driveway 2/Slover Avenue
4. Alder Avenue/Project Driveway 3

AM and PM peak hour traffic operations were evaluated for the following scenarios:

- Existing Year Traffic Conditions
- Existing Year plus Project Traffic Conditions
- Project Opening Year Traffic Conditions
- Project Opening Year plus Project Traffic Conditions

**Existing Conditions Intersection Analysis Results**

The intersection of Alder Ave/Slover Ave operates at an unsatisfactory LOS F during the AM and PM peak hour.

**Existing Plus Project Conditions Intersection Analysis Results**

All intersections operate at satisfactory LOS except for the intersection of Alder Ave/Slover Ave operates at an unsatisfactory LOS F during the AM and PM peak hour.

**Opening Year (2023) Intersection Analysis Results**

The intersection of Alder Ave/Slover Ave operates at an unsatisfactory LOS F during the AM and PM peak hour.

**Opening Year (2023) Plus Project Intersection Analysis Results**

All intersections operate at satisfactory LOS except for the intersection of Alder Ave/Slover Ave operates at an unsatisfactory LOS F during the AM and PM peak hour.

**Project Improvements**

It is recommended that a signal be added as a part of project improvements to the intersection of Alder Ave/Slover Ave for satisfactory intersection operations, and also to improve NB/SB turning movement safety at the intersection.

## 2 INTRODUCTION

This Focused Traffic Impact Analysis (FTIA) has been prepared by EPD Solutions, Inc. (EPD) to analyze the potential transportation-related impacts of the proposed industrial building located the southeast corner of Alder Avenue and Slover Avenue in unincorporated San Bernardino County.

The scope of work for this FTIA was reviewed and approved by the County of San Bernardino and is provided in Appendix A. Although the project would not need a TIA based on the peak hour trip generation of the proposed project, this study was conducted at the request of the County due to concerns over the proximity to Bloomington High School and the fact that Slover Avenue is a Major Highway and Alder Avenue is a Secondary Highway. The FTIA was prepared according to the approved scope of work using methodologies and significance criteria consistent as per the County of San Bernardino Traffic Impact Analysis (TIA) Guidelines.

### 2.1 Project Description

The project proposes to construct a 259,481 square foot speculative high-cube warehouse with 38 dock doors. The existing site is currently vacant. The location of the project is shown in Figure 1 and the project site plan is shown in Figure 2. Access will be provided via two driveways on Slover Avenue (Project Dwy 1 and 2) and one driveway on Alder Avenue (Project Dwy 3). It is to be noted that Project Dwy 1 is only accessible to trucks. Project Dwy 2 is accessible to both passenger vehicles and trucks, and Project Dwy 3 is only accessible to passenger vehicles.

Figure 1: Project Location

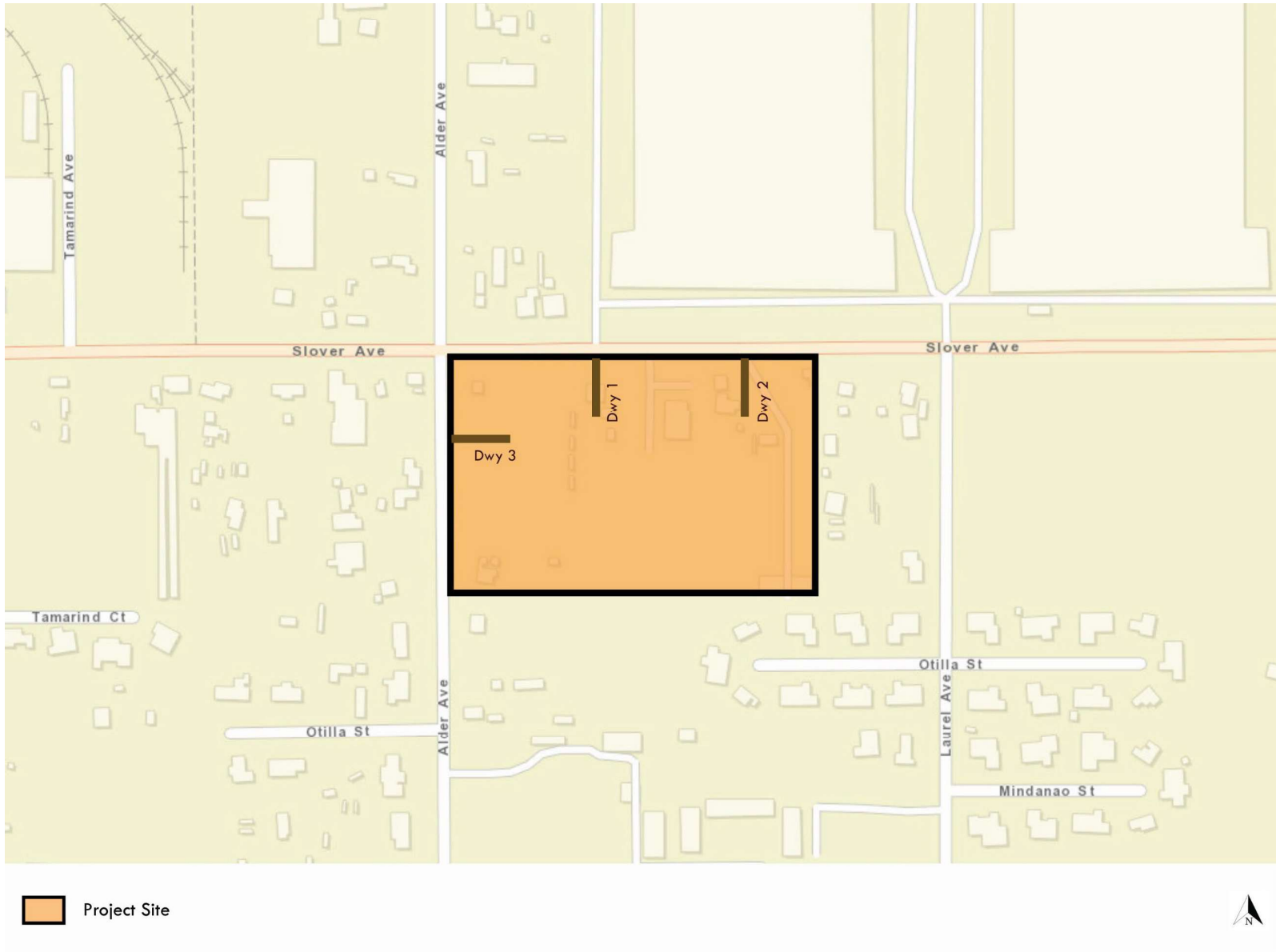
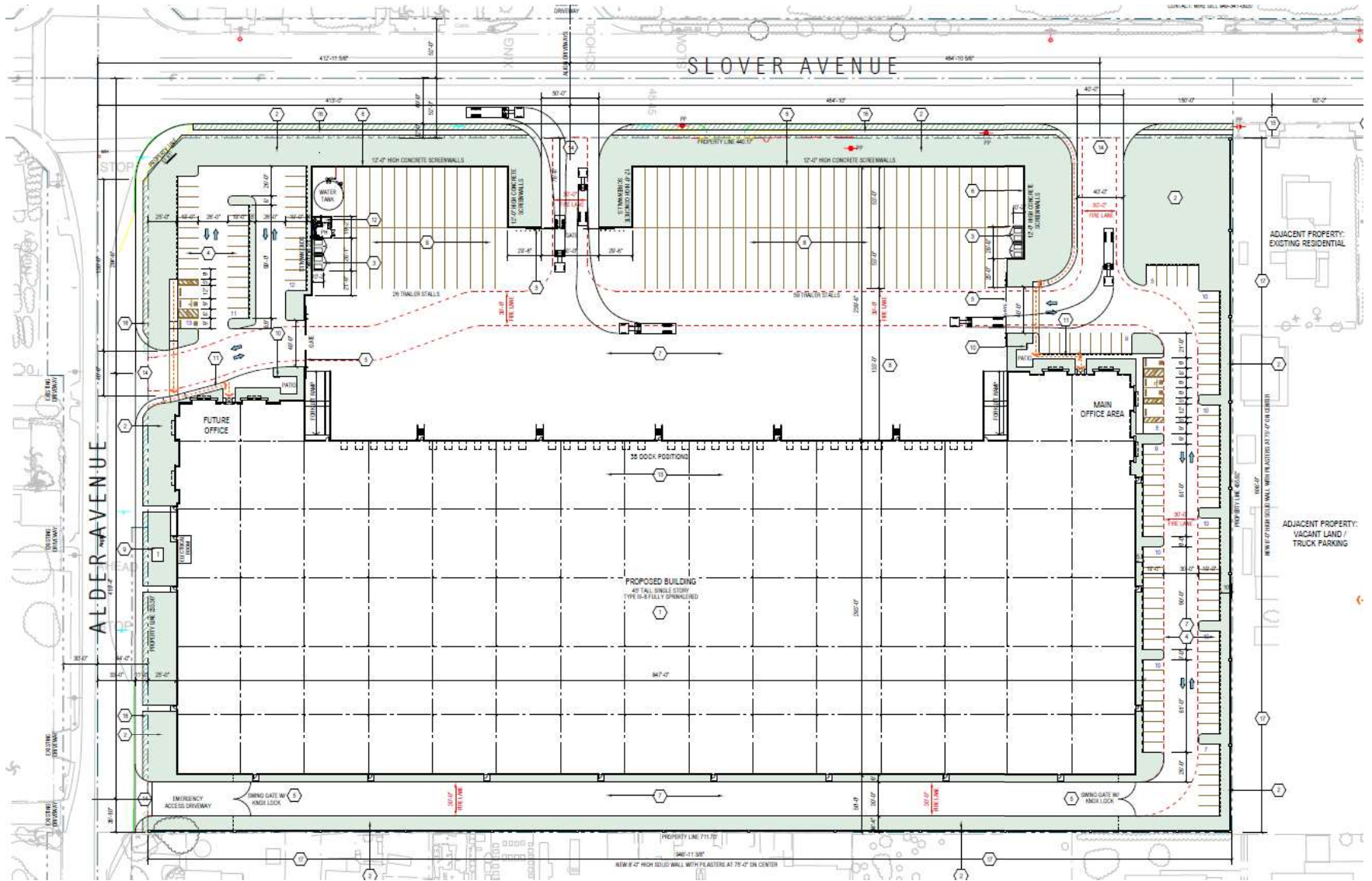


Figure 2: Project Site Plan



## 2.2 Study Area and Analysis Scenarios

At the request of the County due to concerns over the proximity to Bloomington High School and the fact that Slover Avenue is a Major Highway and Alder Avenue is a Secondary Highway, the following study area intersections were evaluated during the AM and PM peak hours for the FTIA. AM and PM peak hours are defined as the hours with the highest traffic volumes during the 7 AM to 9 AM and 4 PM to 6 PM peak commute periods. The following intersections were included in the analysis:

1. Alder Avenue/Slover Avenue
2. Project Driveway 1/Slover Avenue
3. Project Driveway 2/Slover Avenue
4. Alder Avenue/Project Driveway 3

The locations of the study area intersections are shown on Figure 3. AM and PM peak hour traffic operations were evaluated for the following scenarios:

- Existing Year Traffic Conditions
- Existing Year plus Project Traffic Conditions
- Project Opening Year Traffic Conditions
- Project Opening Year plus Project Traffic Conditions

EPD collected counts for the study intersections on Tuesday, October 7<sup>th</sup>, 2021. As per the County of San Bernardino TIA guidelines, forecast traffic volumes for the Project Opening Year (2023) baseline conditions were developed by applying a growth rate of 2 percent per year to the existing (2021) traffic counts. All traffic count data are provided in *Appendix B*

Figure 3: Project Study Area



## 2.3 Methodology

Intersection operations are evaluated using Level of Service (LOS), which is a measure of the delay experienced by drivers on a roadway facility. LOS A indicates free-flow traffic conditions and is generally the best operating conditions. LOS F is an extremely congested condition and is the worst operating condition from the driver's perspective. In this report, LOS at signalized and unsignalized intersections is calculated using the Highway Capacity Manual (HCM), 6<sup>th</sup> Edition methodology.

LOS at signalized intersections is defined in terms of the weighted average control delay for the intersection as a whole. Control delay is a measure of the increase in travel time that is experienced due to traffic signal control and is expressed in terms of average control delay per vehicle (in seconds). Control delay is determined based on the intersection geometry and volume, signal cycle length, phasing and coordination along the arterial corridor. Table 2 shows the relationship between control delay and LOS.

**Table 1: Relationship between Control Delay and LOS at a Signalized Intersection**

LOS	Delay (Seconds per Vehicle)
A	≤ 10
B	>10 – 20
C	>20 – 35
D	>35 – 55
E	>55 – 80
F	>80

Unsignalized intersections are categorized as either all-way stop control (AWSC) or two-way stop control (TWSC). LOS at AWSC intersections is determined by the weighted average control delay of the overall intersection. The HCM TWSC intersection methodology calculates LOS based on the delay experienced by drivers on the minor (stop-controlled) approaches to the intersection. For TWSC intersections, LOS is determined for each minor-street movement, as well as the major-street left-turns. The relationship between delay and LOS at Unsignalized intersections is shown in Table 3.

**Table 2: Relationship between Delay and LOS an Unsignalized Intersection**

LOS	Delay (seconds)
A	0-10
B	>10 – 15
C	>15 – 25
D	>25 – 35
E	>35 – 50
F	>50

## 2.4 Significance Criteria

The County of San Bernardino Traffic Impact Study Guidelines provides the following criteria for the determination of traffic impacts. It should be noted that the project is located in the Valley region.

### Signalized Intersections

“Any study intersection that is operating at a LOS A, B, C or D for any study scenario without project traffic in which the addition of project traffic causes the intersection to degrade to a LOS E or F shall mitigate the impact to bring the intersection back to at least LOS D.

Any study intersection that is operating at a LOS E or F for any study scenario without project traffic shall mitigate any impacts so as to bring the intersection back to the overall level of delay established prior to project traffic being added.

For scenarios which include the addition of Cumulative Project Traffic (i.e. shared impacts), study intersections shall be mitigated to LOS D or better in the Valley and Mountain regions and LOS C or better in the Desert regions of the County.”

### Unsignalized Intersections

“An impact is considered significant if the study determines that either section a) or both sections b) and c) occur.

- a) The addition of project related traffic causes the intersection to move from a LOS D or better to a LOS E or worse

OR

- b) The project contributes additional traffic to an intersection that is already projected to operate at an LOS E or F with background traffic

AND

- c) One or both of the following conditions are met:
  - 1) The project adds ten (10) or more trips to any approach
  - 2) The intersection meets the peak hour traffic signal warrant after the addition of project traffic”

“Once a significant impact has been identified, mitigation shall be provided as follows:

1. For scenarios involving project traffic but not Cumulative Project Traffic, the LOS shall be mitigated to either LOS D or better for case a) above or to pre-project LOS and delay for case b) above.
2. For scenarios that include Cumulative Project Traffic study intersections shall be mitigated to LOS D or better in the Valley and Mountain regions and LOS C or better in the Desert regions of the County.”

### 3 BASELINE CONDITIONS

This section discusses the baseline (without project) conditions. Baseline conditions are those conditions that exist within the study area in the existing condition and that are forecast to occur in the future, without the proposed project.

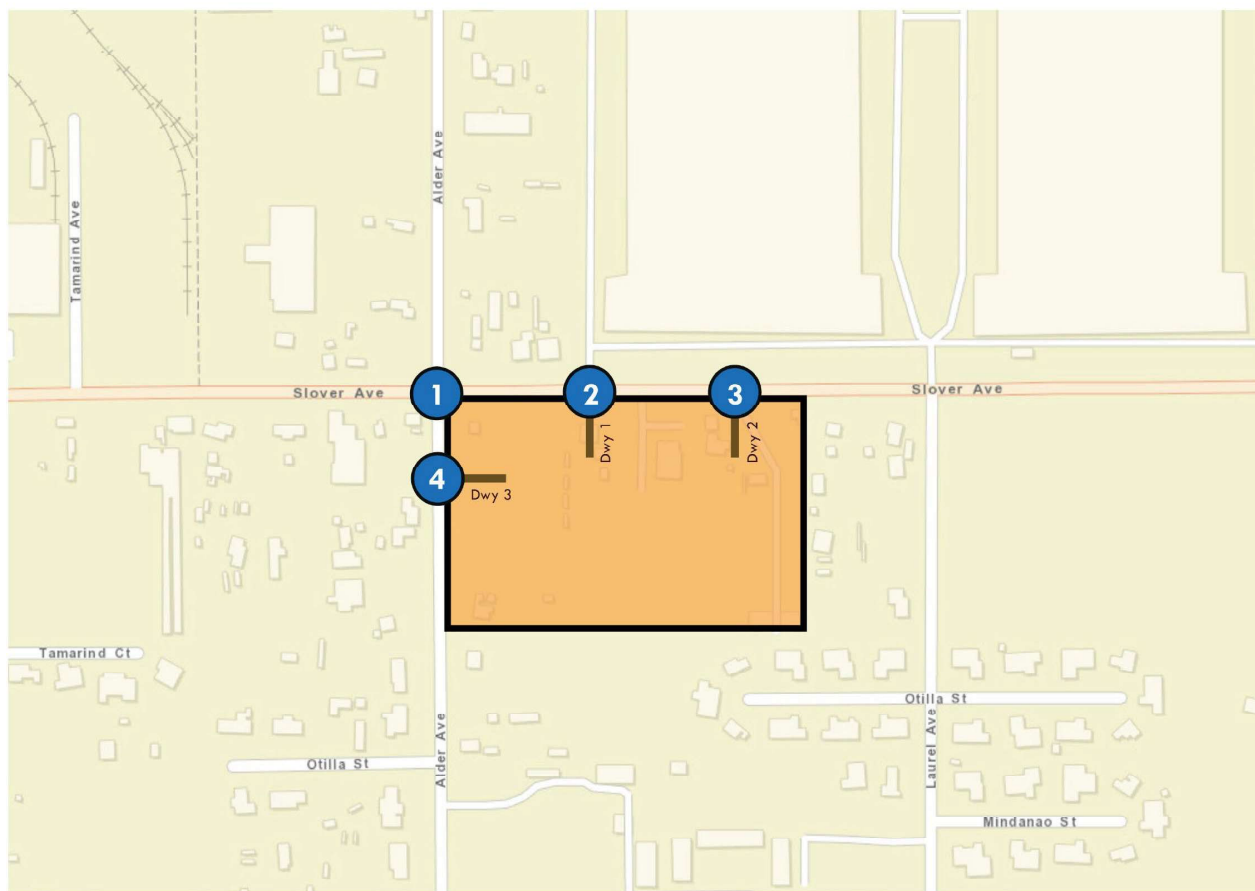
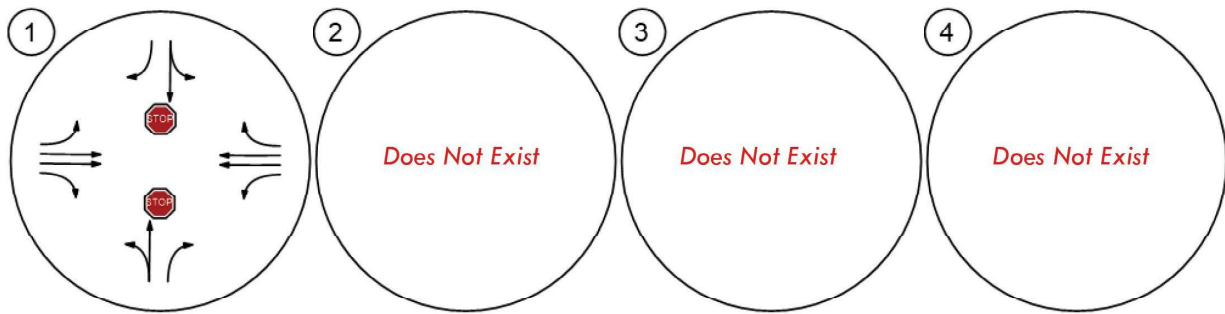
#### 3.1 Existing Transportation System and Access

The project is located on the southeast corner of Alder Avenue and Slover Avenue in unincorporated San Bernardino County. Roadways providing access to the project site include I-15, Cedar Avenue, Sierra Avenue, Slover Avenue and Alder Avenue. The characteristics of each roadway are discussed below:

- Regional access is provided to the project via interstate highway I-15 which provides connections to Los Angeles County and San Diego County.
- Slover Avenue is a three-lane to six-lane roadway orientated in an east -west direction. Between Alder Avenue and Cedar Avenue, Slover Avenue is four lanes with two-way-left-turn-lanes. Slover Avenue is classified as a Major Highway according to the Bloomington Community Circulation Element. Class II bike lanes are not provided on either side of the roadway and the posted speed limit is 45mph west of Locust Avenue and 50 mph east of Locust Avenue.
- Sierra Avenue is a six-lane roadway with a raised median oriented in a north-south direction. Sierra Avenue is classified as a Major Highway north of the I-10 freeway and a Major Divided Highway between the I-10 freeway and Jurupa Avenue according to the Bloomington Community Circulation Element. South of Jurupa Avenue, Sierra Avenue is classified as a Major Arterial Highway. The posted speed limit is 40 mph north of the I-10 freeway and 50 mph south of the I-10 freeway. Class II bike lanes are not provided on either side of the roadway.
- Cedar Avenue is a four-lane undivided roadway and is generally oriented in a north-south direction. The Bloomington Community Circulation Element classifies Cedar Avenue as a Major Highway from the northern to southern boundaries of Bloomington. The posted speed limit along Cedar Avenue between Valley Boulevard and Slover Avenue is 40 mph.
- Alder Avenue is a two-lane undivided roadway and is oriented in a north-south direction. As per the County of San Bernardino General Plan, Alder Avenue is designated as a Secondary Highway which would have an ultimate build out of four-lanes undivided roadway. There are no sidewalks or bike lanes provided on Alder Avenue in the vicinity of the proposed project. As Bloomington High is located on Alder Avenue, the posted speed limit on Alder Avenue is 25 mph in the vicinity of the project.

The existing traffic control and intersection geometrics at study area intersections are shown in Figure 4.

Figure 4: Existing Lane Geometries and Traffic Control



Project Site

Study Intersection



### 3.2 Existing Traffic Volumes and Intersection Operations

Existing AM and PM peak hour traffic volumes at the study area intersections is shown in Figure 5. The existing Levels of Service at the study area intersections were determined using the HCM methodology, described previously in section 2.3. Table 3 shows the existing AM and PM peak hour levels of service at study intersections. All LOS calculations are provided in Appendix C. As shown in Table 3, the intersection of Alder Ave/Slover Ave operates at an unsatisfactory LOS F during both AM and PM peak hours.

**Table 3: Existing AM and PM Peak Hour Level of Service**

Intersection	Traffic Control	Existing			
		AM Peak Hour		PM Peak Hour	
		Delay <sup>1</sup>	LOS <sup>2</sup>	Delay <sup>1</sup>	LOS <sup>2</sup>
1. Alder Ave/Slover Ave	TWSC	513.5	F	73.0	F
2. Proj Dwy 1/Slover Ave	TWSC	-	-	-	-
3. Proj Dwy 2/Slover Ave	TWSC	-	-	-	-
4. Alder Ave/Proj Dwy 3	TWSC	-	-	-	-

■ =Unsatisfactory Intersection Operation

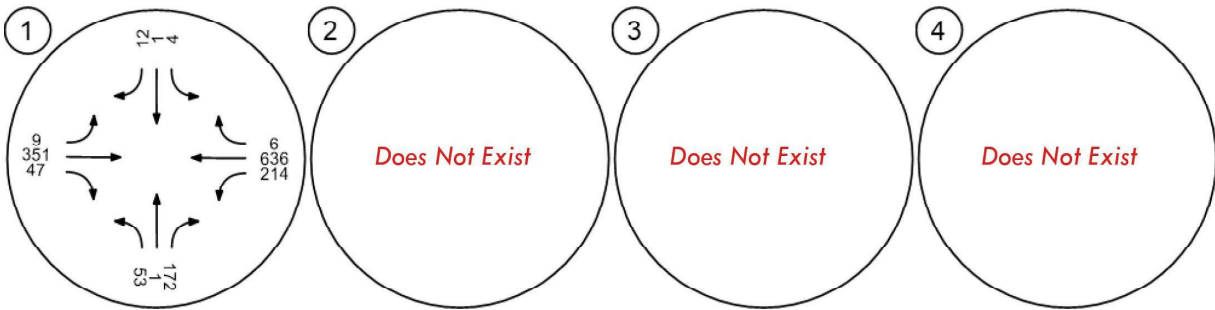
TWSC = Two-Way Stop Controlled

<sup>1</sup> Delay in Seconds

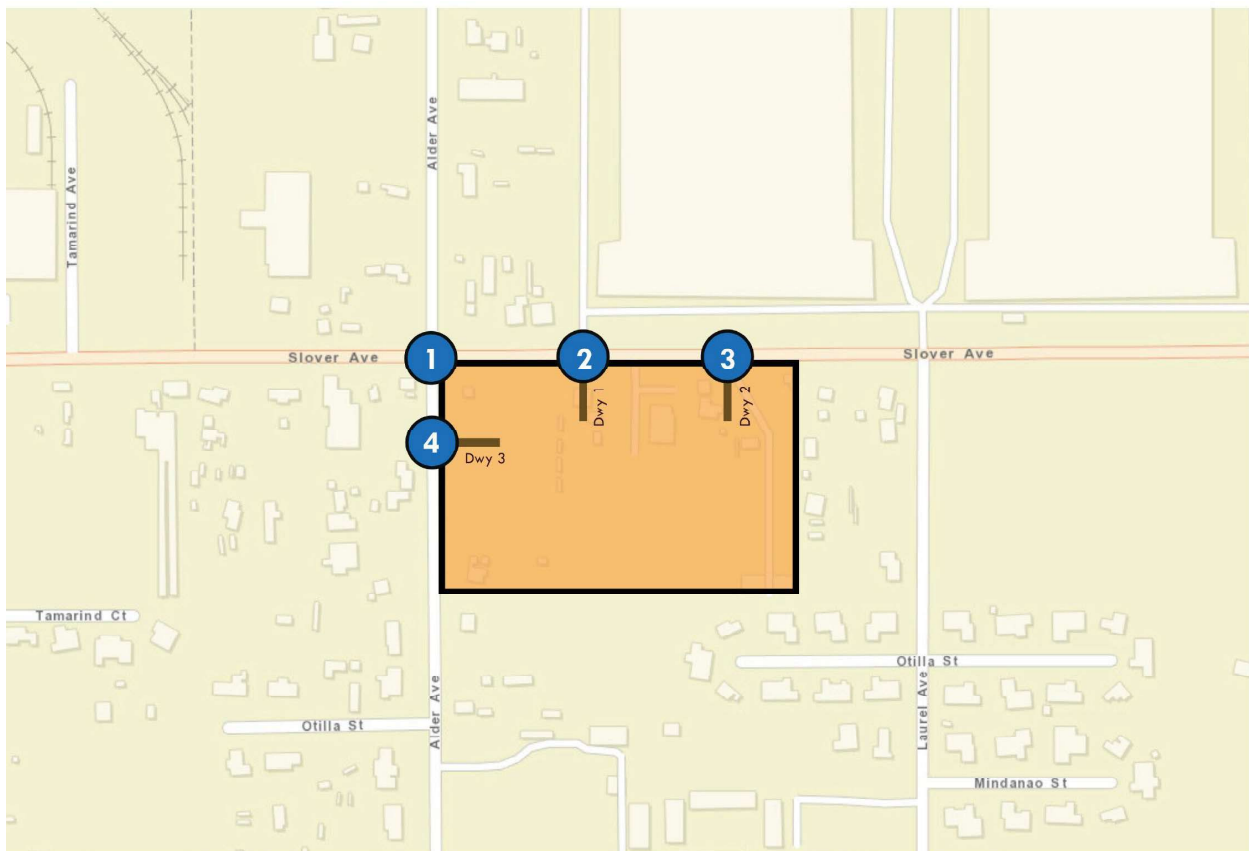
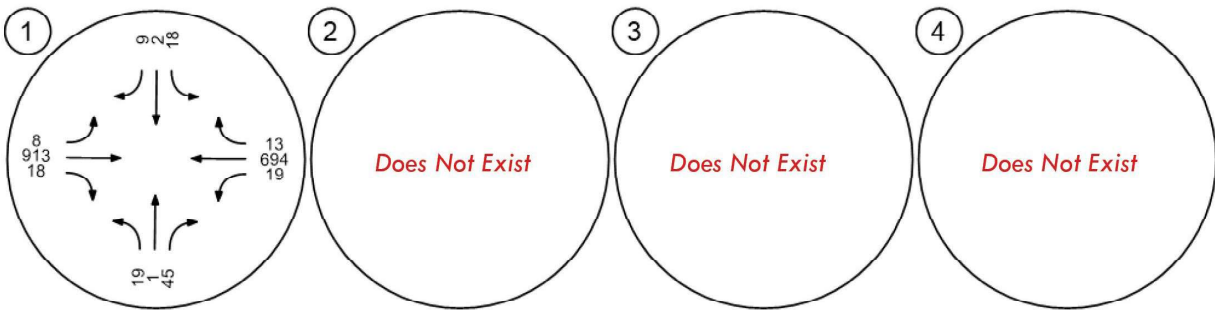
<sup>2</sup> Level of Service

**Figure 5: Existing AM and PM Peak Hour Traffic Volumes**

**Existing AM Peak Hour Traffic Volumes**



**Existing PM Peak Hour Traffic Volumes**



### 3.3 Opening Year Traffic Volumes and Intersection Operations

Opening Year Baseline (2023) traffic volumes were developed by applying a growth rate of two percent per year to the existing (2021) traffic volumes. The Opening Year (2023) Baseline traffic volumes are illustrated in Figures 6. Table 4 below shows the Opening Year AM and PM peak hour levels of service at study intersections. All LOS calculations are provided in Appendix C. As shown in Table 4, the intersection of Alder Ave/Slover Ave operates at an unsatisfactory LOS F during both AM and PM peak hours.

**Table 4: Opening Year AM and PM Peak Hour Level of Service**

Intersection	Traffic Control	Opening Year			
		AM Peak Hour		PM Peak Hour	
		Delay <sup>1</sup>	LOS <sup>2</sup>	Delay <sup>1</sup>	LOS <sup>2</sup>
1. Alder Ave/Slover Ave	TWSC	663.4	F	84.8	F
2. Proj Dwy 1/Slover Ave	TWSC	-	-	-	-
3. Proj Dwy 2/Slover Ave	TWSC	-	-	-	-
4. Alder Ave/Proj Dwy 3	TWSC	-	-	-	-

  =Unsatisfactory Intersection Operation

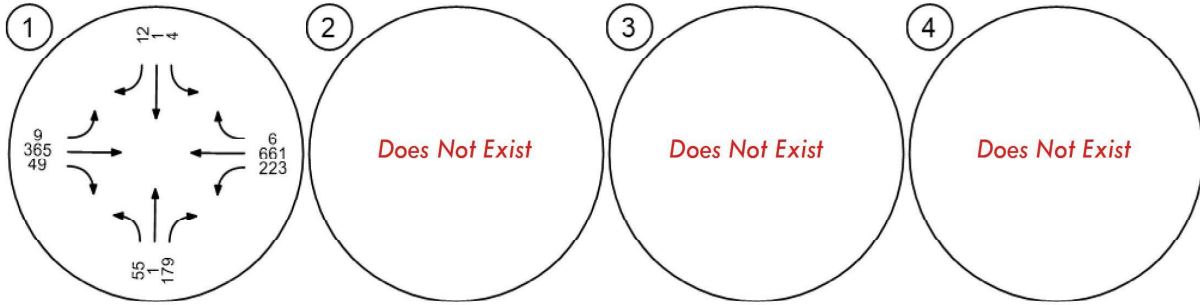
TWSC = Two-Way Stop Controlled

<sup>1</sup> Delay in Seconds

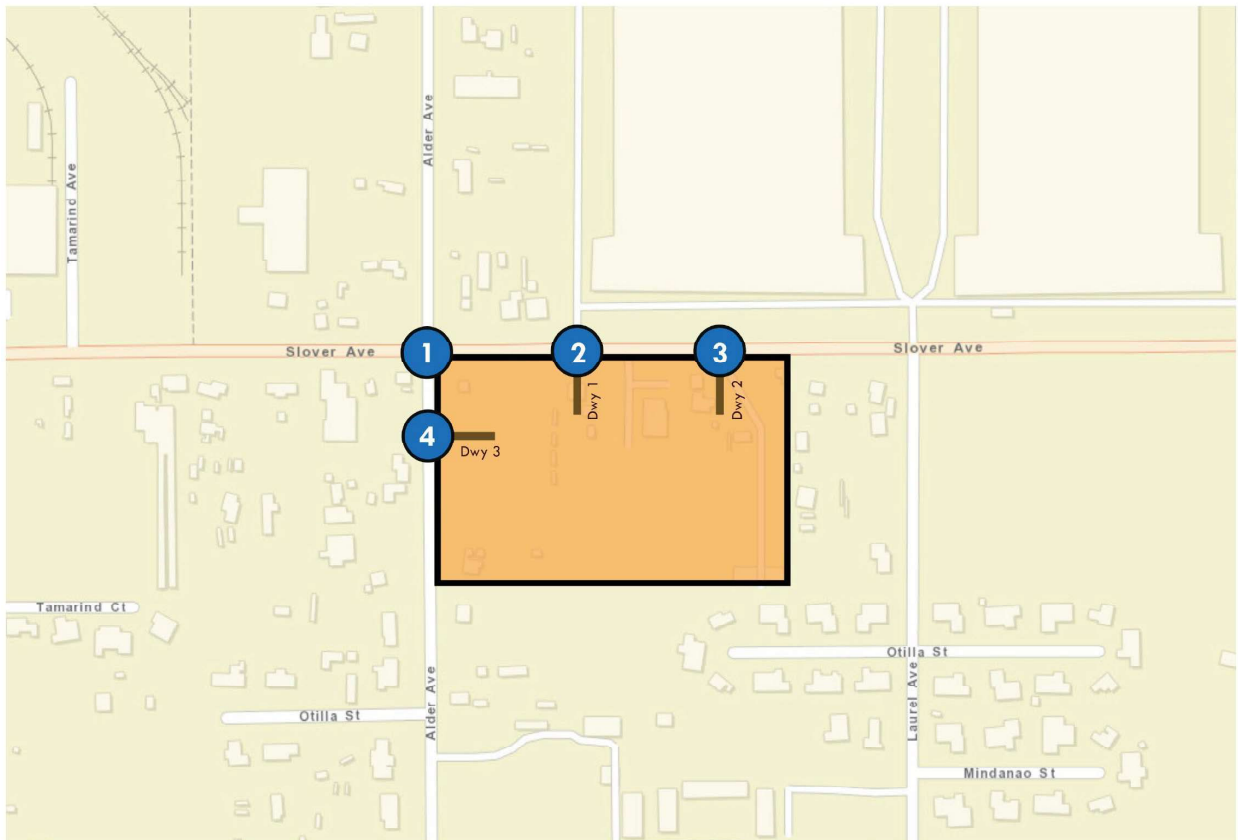
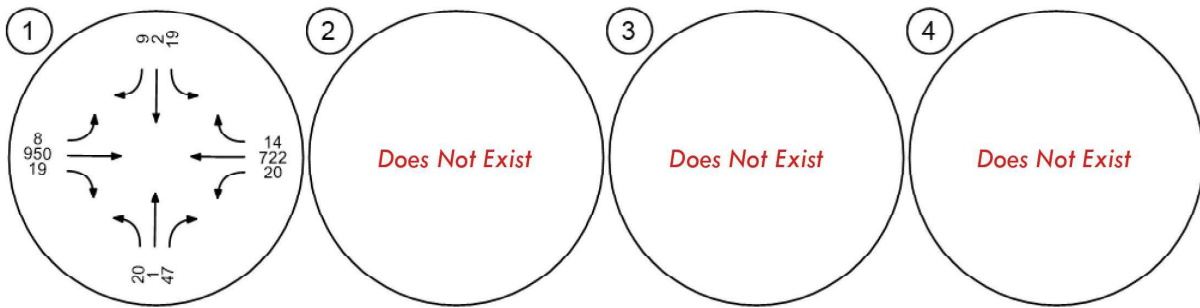
<sup>2</sup> Level of Service

**Figure 6: Opening Year AM and PM Peak Hour Traffic Volumes**

**Opening Year AM Peak Hour Traffic Volumes**



**Opening Year PM Peak Hour Traffic Volumes**



Project Site

Study Intersection



## 4 PROPOSED PROJECT

### 4.1 Project Trip Generation

The project trip generation was prepared using trip rates for High Cube Transload and Short-Term Storage Warehouse from the Institute of Transportation Engineers (ITE) Trip Generation, 11th Edition (2021). The truck percentages were determined using data from the SCAQMD Warehouse Truck Trip Study, July 17, 2017. A Passenger Car Equivalent (PCE) factor was added to the truck trips to account for the larger vehicle size and increased roadway capacity utilized by large trucks. Table 5 presents the trip generation estimate for the proposed project. As shown in Table 5, the project is forecast to generate 531 daily PCE trips including 30 PCE trips during the AM peak hour and 38 PCE trips during the PM peak hour.

### 4.2 Project Trips

Project trips were distributed to the study area intersections based on the location of the project and logical routes of travel to and from the site. Project trips were assigned to the study area intersections by multiplying the project trip generation by the trip distribution percent at each location. The passenger vehicle trip distribution for the proposed industrial building is shown in Figure 7. The truck trip distribution for the proposed industrial building is shown in Figure 8. The project automobile trip assignment for AM and PM peak hours is shown in Figure 9. The project truck trip assignment in PCE for AM and PM peak hours is shown in Figure 10.

**Table 5: Project Trip Generation**

Land Use	Units	Daily	AM Peak Hour			PM Peak Hour			
			In	Out	Total	In	Out	Total	
<u>Trip Rates</u>									
High Cube Transload and Short-Term Storage Warehouse <sup>1</sup>	TSF	1.40	0.06	0.02	0.08	0.03	0.07	0.10	
<b><u>Total Vehicle Trip Generation</u></b>									
Slover/Alder Warehouse	259,481 TSF	363	16	5	21	7	19	26	
<b><u>Vehicle Mix</u><sup>2</sup></b>									
	<b><u>Percent</u></b>								
Passenger Vehicles	69.00%	251	11	3	14	5	13	18	
2-Axle Trucks	6.80%	25	1	0	1	0	1	2	
3-Axle Trucks	5.50%	20	1	0	1	0	1	1	
4+-Axle Trucks	18.70%	68	3	1	4	1	3	5	
	100%	363	16	5	21	7	19	26	
<b><u>PCE Trip Generation</u><sup>3</sup></b>									
	<b><u>PCE Factor</u></b>								
Passenger Vehicles	1.0	251	11	3	14	5	13	18	
2-Axle Trucks	1.5	37	2	0	2	1	2	3	
3-Axle Trucks	2.0	40	2	1	2	1	2	3	
4+-Axle Trucks	3.0	204	9	3	12	4	10	15	
Total PCE Trip Generation		531	23	7	30	11	27	38	

TSF = Thousand Square Feet

PCE = Passenger Car Equivalent

<sup>1</sup> Trip rates from the Institute of Transportation Engineers, *Trip Generation, 11th Edition, 2021*. Land Use Code 154 - High-Cube Transload and Short-Term Storage Warehouse.<sup>2</sup> Vehicle Mix from the *SCAQMD Warehouse Truck Trip Study*. July 17, 2017.<sup>3</sup> Passenger Car Equivalent (PCE) factors from San Bernardino County CMP, Appendix B - Guidelines for CMP Traffic Impact Analysis Reports in San Bernardino County, 2016

Figure 7: Project Passenger Vehicle Trip Distribution

