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**APPENDIX I**  
**RK ENGINEERING - VEHICLE MILES TRAVELED**  
**(VMT) AND SITE ACCESS ANALYSIS**

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**September 27, 2024**

Ms. Betsy Lindsay  
ULTRASYSTEMS ENVIRONMENTAL  
16431 Scientific Way  
Irvine, CA 92618

**SUBJECT: MERCEDES-BENZ OF WEST COVINA PROJECT VEHICLE MILES TRAVELED (VMT) SCREENING ANALYSIS & SITE ACCESS ANALYSIS, CITY OF WEST COVINA, CA**

Dear Ms. Lindsay:

**INTRODUCTION**

RK ENGINEERING GROUP, INC. (RK) is pleased to provide this Vehicle Miles Traveled (VMT) Screening Analysis & Site Access Analysis for the proposed Mercedes-Benz of West Covina Project.

The purpose of this analysis is to determine whether the proposed project will require a detailed VMT modeling analysis. This analysis utilizes the *City of West Covina Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment*, dated September 2020, which establishes uniform analysis methodologies and thresholds of significance for determining VMT impacts under the California Environmental Quality Act (CEQA).

Additionally, this report includes an analysis of the project’s on-site circulation and parking, as well as a sight distance analysis for all project access driveways.

**PROJECT DESCRIPTION**

The Mercedes-Benz of West Covina Project (hereinafter referred to as “project”) is located on a 3.542-acre site at 18005 E. Garvey Avenue South, on the northeast corner of S. Azusa Avenue and E. Garvey Avenue South, in the City of West Covina.

The site is currently occupied by the 23,754 square-foot (SF) Envision Toyota of West Covina car dealership and the 10-VFP (vehicle fueling position) Shell gas station. At the time of this study, the Envision Toyota of West Covina car dealership is currently in operation, while the Shell gas station is not longer in operation.

The project proposes to raze the existing uses and construct an 85,390 SF two-story Mercedes-Benz new and used car dealership along with installing 19 electric vehicle (EV) charging stations. The dealership will consist of 42,890 SF on the first floor and 42,500 SF on the second floor. The first floor would consist of a pre-owned car showroom; a Sprinter showroom; three new vehicle delivery bays;



eight detail bays; reception space; office space; a lunchroom; restrooms; and mechanical and electrical rooms. The second floor would contain three showrooms; office spaces; a training room; a conference room; an employee lounge; restrooms; and storage rooms.

Furthermore, all new car deliveries will first occur at the dealership's service facility located at 1829 E. Garvey Ave. North, which is north of the I-10 freeway. At this facility, the cars will undergo inspection and preparation. Once ready, the cars will be driven individually to the dealership by porters.

Access to the project is proposed via four (4) unsignalized project access driveways. Project Access Driveway 1 at S. Azusa Avenue will function as a right-in/right-out only access point. Project Access Driveways 2, 3, and 4, all located on E. Garvey Avenue, will provide full access.

**Exhibit A** shows an aerial location map of the project as well as the existing dealership service facility located at 1829 E. Garvey Avenue North. **Exhibit B** illustrates the proposed project site plan.

## TRIP GENERATION

Trip generation represents the amount of traffic that is attracted and produced by a development.

Trip generation is typically estimated based on the trip generation rates from the latest *Institute of Transportation Engineers (ITE) Trip Generation Manual*. The latest and most recent version (11<sup>th</sup> Edition, 2021) of the ITE Manual has been utilized for this trip generation analysis. This publication provides a comprehensive evaluation of trip generation rates for a variety of land uses.

The proposed project consists of razing the existing 23,754 SF Envision Toyota of West Covina car dealership and the 10-VFP Shell gas station and constructing an 85,390 SF two-story Mercedes-Benz new and used car dealership and installing 19 EV charging stations.

Hence, ITE Land Use Code 840: Automobile Sales (New) & ITE Land Use Code 945: Convenience Store/Gas Station trip rates most accurately represent the existing/entitled and proposed project land uses.

LSA previously prepared the *Trip Generation and Vehicles Miles Traveled Analysis for 18005 Garvey Avenue, West Covina, California Memorandum* for the proposed project. This memorandum included trip generation data for EV charging stations, which has been utilized in this analysis. The trip generation data is provided in **Attachment A**.

**Table 1** displays the ITE trip generation rates (11<sup>th</sup> Edition) and the weekday and daily trip generation for the existing/entitled and proposed project land uses. For conservative purposes, this trip generation analysis does not account for pass-by trip credit and analyzes the gross trips generated by the existing and proposed land uses.

**Table 1 | Project Net Trip Generation<sup>1</sup>**

Land Use (ITE Code)	Quantity	Units <sup>2</sup>	Weekday						Daily
			AM Peak Hour			PM Peak Hour			
			In	Out	Total	In	Out	Total	
<b>ITE Trip Generation Rate</b>									
Automobile Sales (New) (840)	--	TSF	73%	27%	1.86	40%	60%	2.42	27.84
Convenience Store/Gas Station (945)	--	VFP	50%	50%	16.06	50%	50%	18.42	265.12
EV Charging Station <sup>3</sup>	--	Positions	53%	47%	1.70	49%	51%	1.89	33.43
<b>Existing Trip Generation</b>									
Automobile Sales (New) (840)	23.754	TSF	32	12	44	23	34	57	661
Convenience Store/Gas Station (945)	10	VFP	80	81	161	92	92	184	2,651
<b>Existing Trip Generation Subtotal [A]</b>			<b>112</b>	<b>93</b>	<b>205</b>	<b>115</b>	<b>126</b>	<b>241</b>	<b>3,312</b>
<b>Proposed Trip Generation</b>									
Automobile Sales (New) (840)	85.390	TSF	116	43	159	83	124	207	2,377
EV Charging Station <sup>3</sup>	19	Positions	17	15	32	18	18	36	635
<b>Proposed Trip Generation Subtotal [B]</b>			<b>133</b>	<b>58</b>	<b>191</b>	<b>101</b>	<b>142</b>	<b>243</b>	<b>3,012</b>
<b>Net Trip Generation [B] - [A]</b>			<b>21</b>	<b>-35</b>	<b>-14</b>	<b>-14</b>	<b>16</b>	<b>2</b>	<b>-300</b>

<sup>1</sup> Source: ITE Trip Generation Manual (11th Edition, 2021).

<sup>2</sup> TSF = Thousand Square Feet

<sup>3</sup> Trip rates based on surveys of the following 3 EV charging facilities on August 29-31, 2023: (1) Fountain Valley (9380 Warner Avenue), (2) Westminster (1025 Westminster Mall), and (3) Santa Monica (1425 Santa Monica Boulevard).

As shown in the middle portion of Table 1, the existing/entitled land uses generate approximately 3,312 daily peak hour trips, consisting of 205 AM peak hour trips and 241 gross PM peak hour trips.

As also shown in the middle portion of Table 1, the proposed project is forecasted to generate approximately 3,012 daily trips, consisting of 191 AM peak hour trips and 243 PM peak hour trips.

As shown at the bottom of Table 1, comparing the existing/entitled and proposed land uses, the project is expected to generate 300 fewer daily trips, 14 fewer AM peak hour trips, and 2 greater PM peak hour trips.

## **VEHICLE MILES TRAVELED (VMT) ASSESSMENT**

The City of West Covina has adopted three types of screening criteria that may be applied to effectively screen projects from project-level assessment. The screening steps are identified below:

- Step 1: Transit Priority Area (TPA) Screening
- Step 2: Low VMT Area Screening
- Step 3: Project Type Screening

### **Step 1: Transit Priority Area (TPA) Screening**

Per the *City of West Covina Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment* (City Guidelines), dated September 2020, projects located within a TPA may be presumed to have a less than significant impact absent substantial evidence to the contrary. This presumption may NOT be appropriate if the project:

1. Has a Floor Area Ratio (FAR) of less than 0.75;
2. Includes more parking for use by residents, customers, or employees of the project than required by the City;
3. Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from SCAG); or
4. Replaces affordable residential units at "below moderate level" with a smaller number of "moderate or above moderate-income level" residential units.

A TPA is defined as a half mile area around an existing major transit stop or a high-quality transit corridor. A major transit stop refers to a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency service interval of 15 minutes or less during the morning and afternoon peak commute periods. A high-quality transit corridor refers to a corridor with fixed route bus service intervals no longer than 15 minutes during peak commute hours.

Utilizing the map provided in the San Gabriel Valley Council of Governments (SGVCOG) VMT Evaluation Tool, the project has been identified to be located in a TPA. A copy of this evaluation tool is provided in **Attachment B**.

**Table 2** evaluates the appropriateness for utilization of the TPA Criteria.

**Table 2 | Step 1: Transit Priority Area Screening Check for Appropriateness**

TPA Screening Criteria	Project's Eligibility	Satisfied?
Has a Floor Area Ratio (FAR) of greater than 0.75.	The proposed project is expected to have a FAR of less than 0.75.	<b>No</b>
Includes less than or equal parking for use by residents, customers, or employees of the project than required by the City.	The project is not expected to provide more parking than what the City Development Code mandates.	Yes
Is consistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Southern California Association of Governments [SCAG])	The project is expected to be consistent with the Sustainable Communities Strategy.	Yes
Does not replace affordable residential units at "below moderate level" with a smaller number of "moderate or above moderate-income level" residential units.	Not Applicable.	Yes

As shown in Table 2, the proposed project has a FAR of less than 0.75. As such, it would not be appropriate to presume that the project has a less than significant impact on VMT based on the TPA screening criteria.

**Step 2: Low VMT Area Screening**

Residential and office projects located within a low VMT-generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary. In addition, other employment-related and mixed-use land use projects may qualify for the use of screening if the project can reasonably be expected to generate VMT per resident, per worker, or per service population that is similar to the existing land uses in the low VMT area.

This VMT screening step is not applicable as the project is not a residential nor an office land use.

**Step 3: Project Type Screening**

Certain projects have been identified as having the presumption of a less than significant impact. The following uses can be presumed to have a less than significant impact absent substantial evidence to the contrary as their uses are local serving in nature:

- Local serving retail (retail establishments less than 50,000 square feet in size), including:
  - Gas stations
  - Banks
  - Restaurants
  - Shopping Center
- Local-serving K-12 schools
- Local parks
- Day care centers
- Local-serving hotels (e.g. non-destination hotels)
- Student housing projects on or adjacent to a college campus
- Local-serving assembly uses (places of worship, community organizations)
- Community institutions (public libraries, fire stations, local government)
- Affordable, supportive, or transitional housing
- Assisted living facilities
- Senior housing (as defined by HUD)
- Local serving community colleges that are consistent with the assumptions noted in the RTP/SCS (Regional Transportation Plan/Sustainable Communities Strategy)
- **Projects generating less than 110 daily vehicle trips**

As previously shown in Table 1, based on utilization of appropriate ITE trip generation rates (including EV Trip generation rates) and comparing the existing/entitled and proposed land uses, the project is expected to generate 300 fewer daily trips. As a result, the proposed project is screened out based on Step 3: Project Type Screening (i.e., the project will generate less than 110 net new daily vehicle trips) and may be presumed to have a less than significant impact on VMT under CEQA. Therefore, no further VMT analysis is required.

## **ON-SITE CIRCULATION**

The proposed project will be accessed via four (4) unsignalized project access driveways. Project Access Driveway 1 at S. Azusa Avenue will function as a right-in/right-out only access point. Project Access Driveways 2, 3, and 4, all located on E. Garvey Avenue, will provide full access.

It is expected that customers will primarily use Project Access Driveways 2 and 3 for ingress and egress as these driveways provide direct access to the main areas of the dealership and customer parking.

Based on the project site plan, the driveway aisles within the site vary in width but are at least 24 feet wide, allowing for two-way circulation. This ensures that vehicles can efficiently navigate throughout the site.

### ***Car Deliveries***

As previously mentioned, all new car deliveries will first occur at the dealer's service facility located at 1829 E. Garvey Ave. North, which is north of the I-10 freeway. At this facility, the cars will undergo inspection and preparation. Once ready, the cars will be driven individually to the dealership by porters. This delivery process eliminates the need for car carrier trucks on-site, minimizing potential conflicts. As a result, there will be no significant circulation impacts from bringing new vehicles into the site for display in the showroom or exterior portions of the dealership.

### ***Trash Pick-Up Operations***

The trash enclosure is located along the northern boundary of the site. Trash trucks will enter the site through Project Access Driveway 4 at the northeast corner, travel northeast and south around the building, and exit onto South Azusa Avenue. A trash truck turning template is illustrated in **Exhibit C**, demonstrating the navigation path for trash trucks within the site.

Based on the results of the trash truck turning template, the site's turning radii and driveway widths are sufficient to accommodate trash trucks, allowing them to maneuver effectively. As a result, there are no anticipated circulation or turning issues stemming from trash pick-up operations.

### ***Parking***

The project proposes to provide 214 external surface parking spaces (i.e., spaces located outside of the building) in addition to the showroom parking internal to the building. Of these 214 parking spaces, 19 spaces are designated for public EV charging, 44 spaces are unmarked display parking in front of the building, and the remaining 151 parking spaces will be split between customer and miscellaneous display parking. The 19 EV charging stations are for use by the general public, available on a pay basis during dealership business hours (8:30 AM to 8:30 PM, 7 days a week).

There is no designated employee parking. Employees are expected to park on the street (E. Garvey Avenue) or at the old Mercedes-Benz dealership at 2010 E. Garvey Avenue South.



## SIGHT DISTANCE ANALYSIS

A sight distance analysis has been conducted for the four (4) project access driveways. The purpose of this analysis is to ensure that adequate line of sight is provided for drivers to safely turn onto the major road (i.e., S. Azusa Avenue and E. Garvey Avenue) The following corner sight distance analysis has been conducted following the methodologies outlined in the Caltrans Highway Design Manual.

As part of this analysis, a line of sight is developed from a driver's eye located in the center of the minor road travel lane to an object (i.e., approaching vehicle) located in the center of the approaching travel lane along the major road. The line of sight between the driver and the object is assumed to be at a height of 3.5 feet. This resulting line of sight creates a "limited use area" between the edge of pavement and the driver's line of sight. This area should be clear of obstructions to maintain adequate visibility.

### **Caltrans Highway Design Manual Methodology**

As per the Caltrans Highway Design Manual, the minimum corner sight distance (feet) is determined by the equation  $(1.47 \times V_m \times T_g)$ , where  $V_m$  is the design speed (mph) of the major road and  $T_g$  is the time gap (seconds) for the vehicle along the minor road to enter the major road.

Design speed refers to the selected speed used to determine the various geometric design features of the roadway. Generally, the design speed of a roadway is equal to or exceeds the posted speed limit of a roadway facility. The posted speed limits along S. Azusa Avenue and E. Garvey Avenue are 45 MPH and 35 MPH respectively. However, E. Garvey Avenue along the project's frontage is along a horizontal curve in which an advisory speed of 20 MPH is recommended. For the purposes of this analysis the following design speeds have been selected to evaluate the driveway(s) along S. Azusa Avenue and E. Garvey Avenue:

- S. Azusa Avenue - 45 MPH
- E. Garvey Avenue - 20 MPH

For a passenger vehicle performing a left turn from a stopped position a time gap of 7.5 seconds ( $T_g=7.5$ ) is assumed. Conversely, a passenger vehicle performing a right turn maneuver from a stopped position assumes a time gap of 6.5 seconds ( $T_g=6.5$ ). The time gaps identified are appropriate for a stopped vehicle to turn left, right, or cross a two-lane highway with no median and with minor road grades of 3 percent (3%) or less.

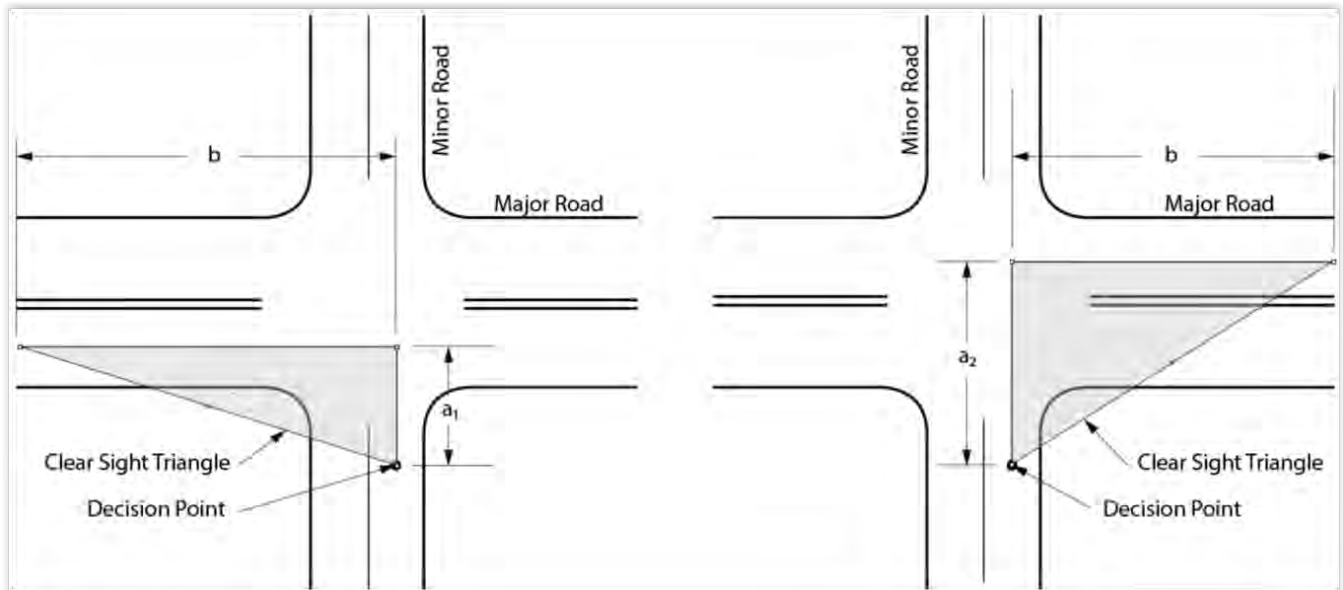
**Table 3** summarizes the corner sight distance requirements for the four (4) project access driveways.

**Table 3 | Corner Sight Distance Requirements**

Driveway	Design Speed (MPH)	Left-Turn From Stop ( $T_g=7.5s$ )	Right-Turn From Stop and Crossing Maneuver ( $T_g=6.5s$ )
Project Access Driveway 1 at S. Azusa Avenue	45	N/A	430
Project Access Driveway 2 at E. Garvey Avenue	20	221	191
Project Access Driveway 3 at E. Garvey Avenue	20	221	191
Project Access Driveway 4 at E. Garvey Avenue	20	221	191

The visibility required to perform the analyzed maneuvers forms a clear sight triangle with the corner sight distance of dimension “b” and the crossing distance dimension “a<sub>1</sub> or a<sub>2</sub>”. Dimensions a<sub>1</sub> and a<sub>2</sub> are measured from the decision point to the center of lane. The decision point is located at a setback distance where a vehicle waiting on the minor road must be assumed to be positioned. This setback distance should be measured from the edge of travel way of the major road. Setback for the driver of vehicle on the minor road should be at a minimum of 10 feet plus the shoulder width of the major road, but not less than 15 feet.

Figure 405.1 of the *Caltrans Highway Design Manual* provides an example of corner sight-distance at a two-lane two-way highway.



**Figure 405.1A**

### ***Right-Turn Analysis***

**Exhibit D** illustrates the clear sight triangles required for vehicles performing a right-turn maneuver at the four (4) project access driveways.

As shown in Exhibit D, the following observations have been identified in the limited use areas for the four (4) project access driveways.

- **Project Access Driveway 1:** A bus stop is present within the limited use area which may restrict the driver's line of sight.
- **Project Access Driveway 2:** Parked vehicles along E. Garvey Avenue may restrict the driver's line of sight.
- **Project Access Driveway 3:** Due to the horizontal curvature of the roadway, no limited use area is created.
- **Project Access Driveway 4:** Due to the horizontal curvature of the roadway, no limited use area is created.

### ***Left-Turn Analysis***

**Exhibit E** illustrates the clear sight triangles required for vehicles performing a left-turn maneuver at the three (3) project access driveways along E. Garvey Avenue.

As shown in Exhibit E, the following observations have been identified in the limited use areas for the three (3) project access driveways along E. Garvey Avenue:

- **Project Access Driveway 2:** A utility pole is present within the limited use area; however, this obstruction should not significantly impact the driver's line of sight.
- **Project Access Driveway 3:** Parked vehicles along E. Garvey Avenue may restrict the driver's line of sight.
- **Project Access Driveway 4:** Due to the horizontal curvature of the roadway, no limited use area is created.

### ***Corner Sight Distance Recommendations***

Parking restrictions within the limited use areas are typically recommended. Considering the on-street parking is utilized by various car dealerships along E. Garvey Avenue, reducing the on-street parking supply may negatively impact these businesses. As a result, RK provides the following recommendations:

1. Install stop signs (R1-1) at all four (4) project access driveways.
2. For the three (3) project access driveways along E. Garvey Avenue, supplement the proposed stop signs with a W4-4P "CROSS TRAFFIC DOES NOT STOP" warning plaque to alert and reiterate to drivers the presence of cross traffic.
3. Ensure the project's design features (e.g., property walls and proposed landscaping) within the limited-use area of the alleyway do not exceed thirty inches in height to prevent obstructions to a driver's line of sight.
4. Trim and maintain foliage continuously within the corner sight distance limited use area up to thirty inches in height.
5. Any future landscaping and/or hardscapes (i.e., monument signs) should be designed such that a driver's clear line of sight is not obstructed.

**CONCLUSIONS**

RK Engineering Group, Inc. appreciates this opportunity to work with ULTRASYSTEMS ENVIRONMENTAL on the Mercedes-Benz of West Covina Project. If you have any questions regarding this study, or need further clarification, please contact us at (949) 474-0809.

Sincerely,

**RK ENGINEERING GROUP, INC.**



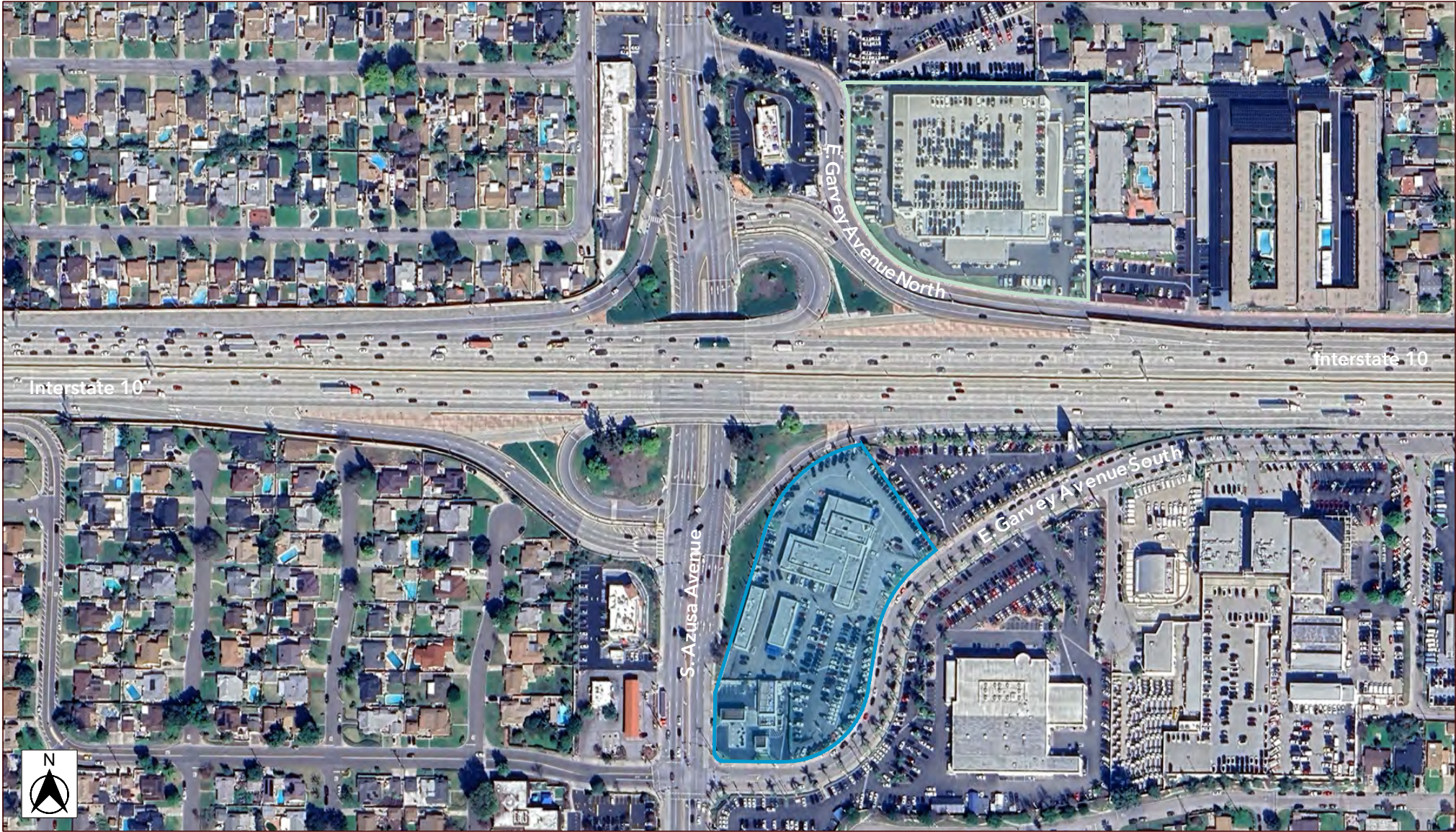
Justin Tucker, P.E., T.E.  
Associate Principal

Attachments





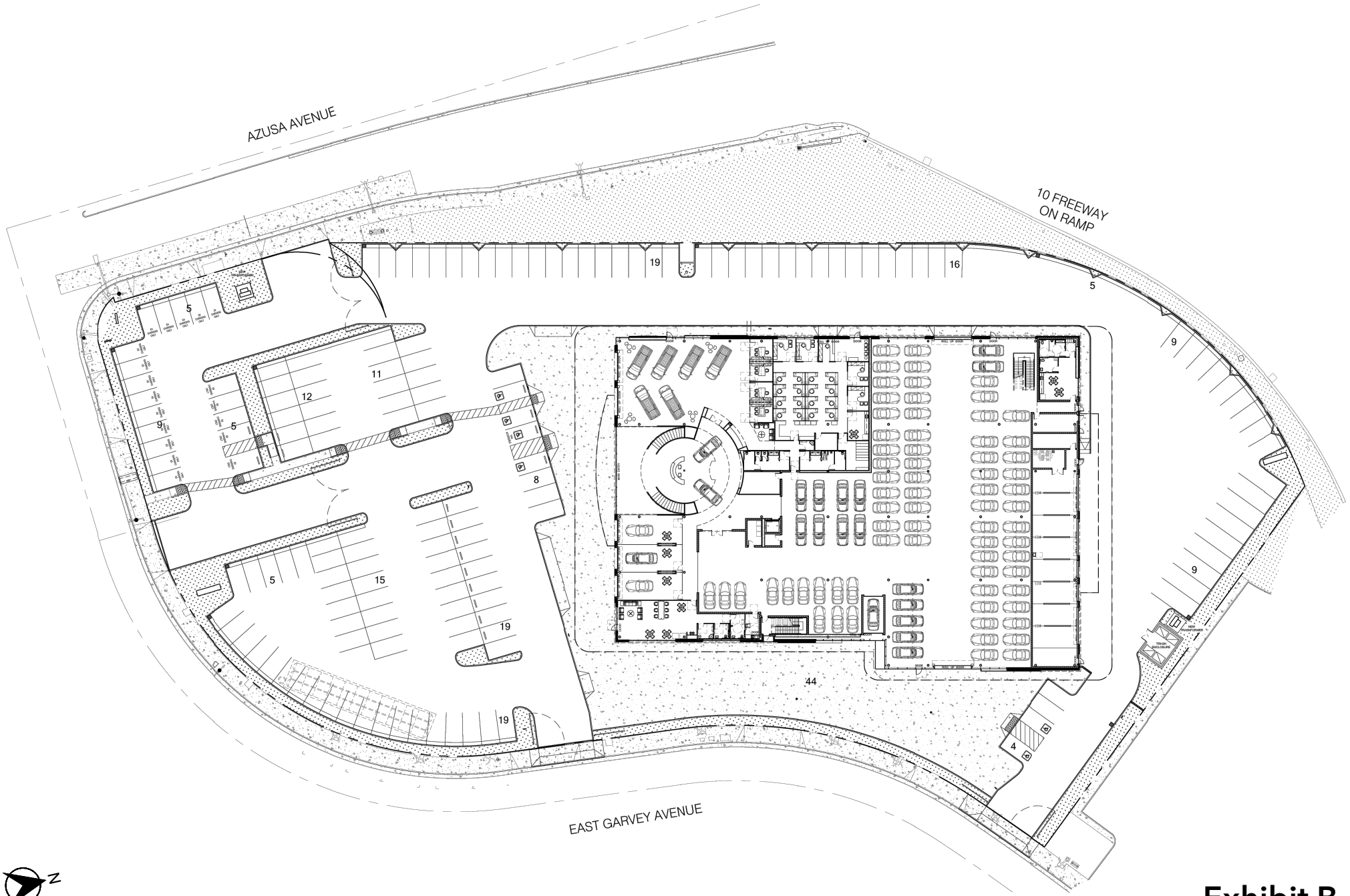
## Exhibits



**Legend**

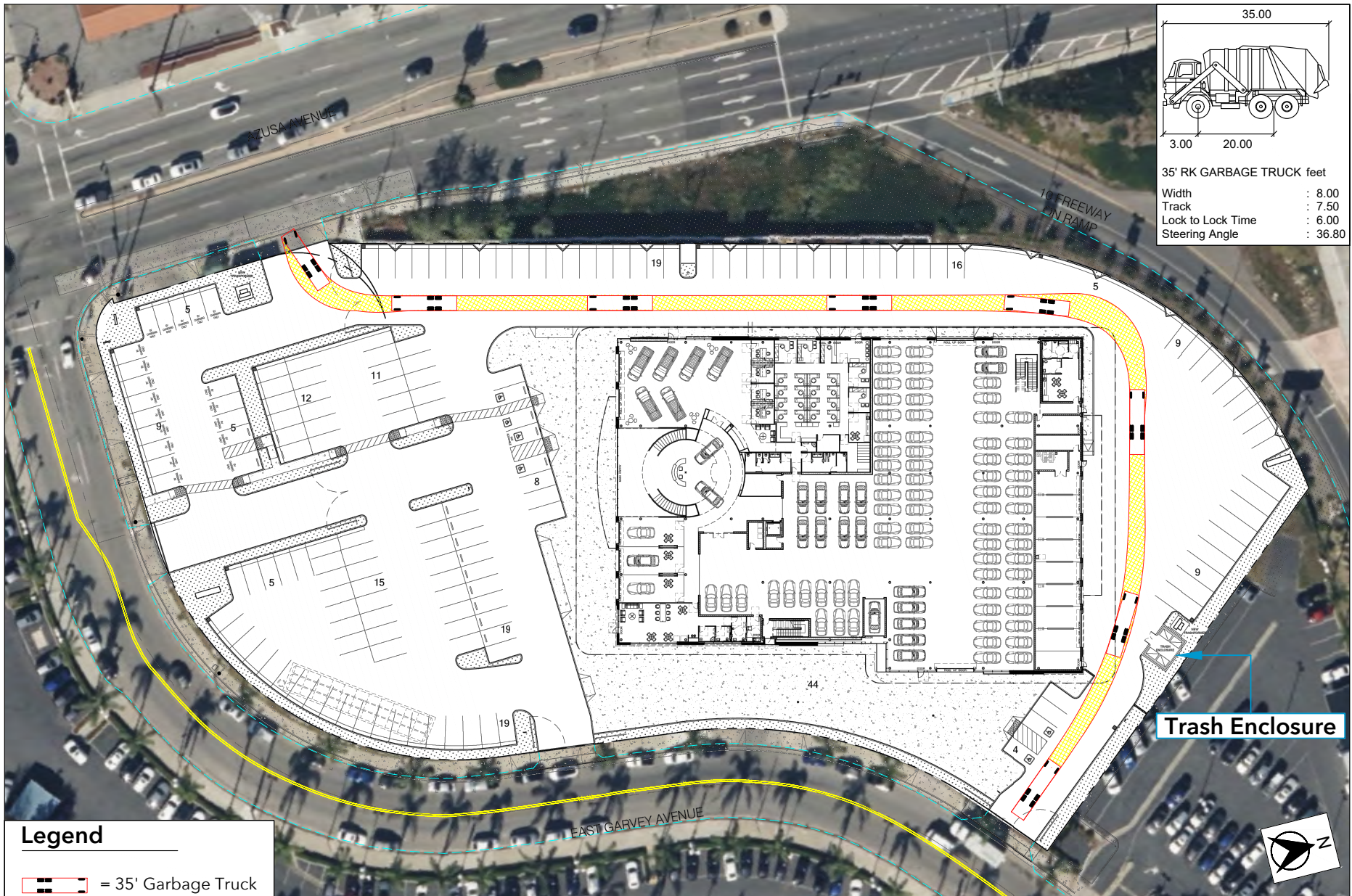
- = Project Site (18005 E. Garvey Avenue South)
- = Mercedes-Benz of West Covina Service Facility (1829 E. Garvey Avenue North)

**Exhibit A**  
Location Map



# Exhibit B

## Site Plan

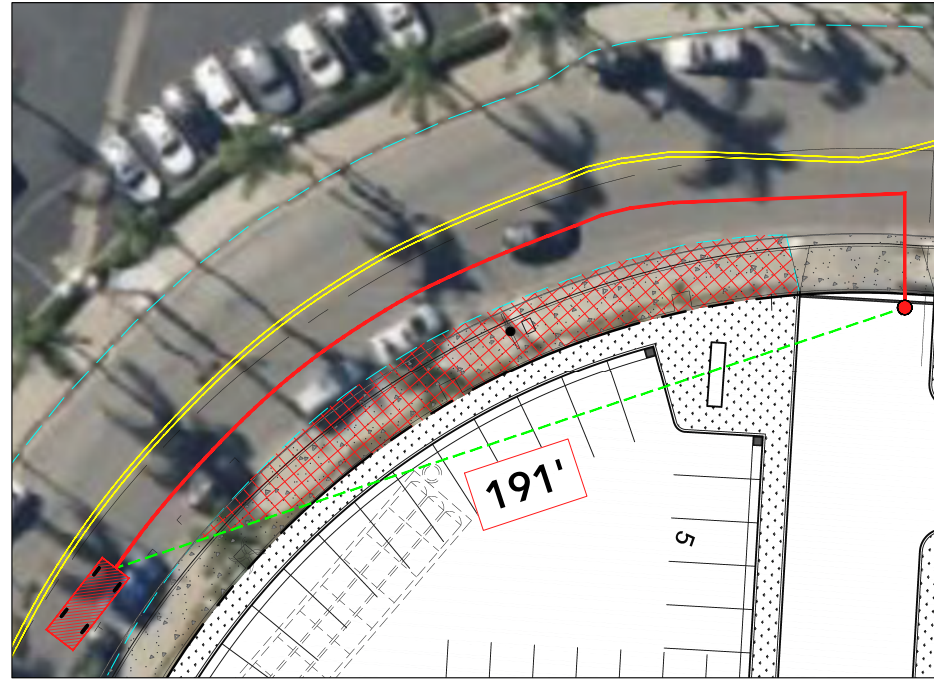
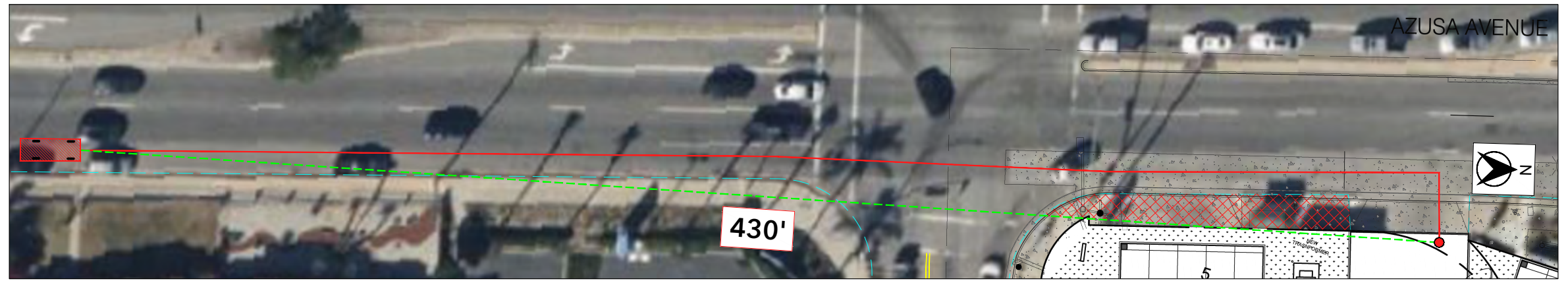


# Exhibit C

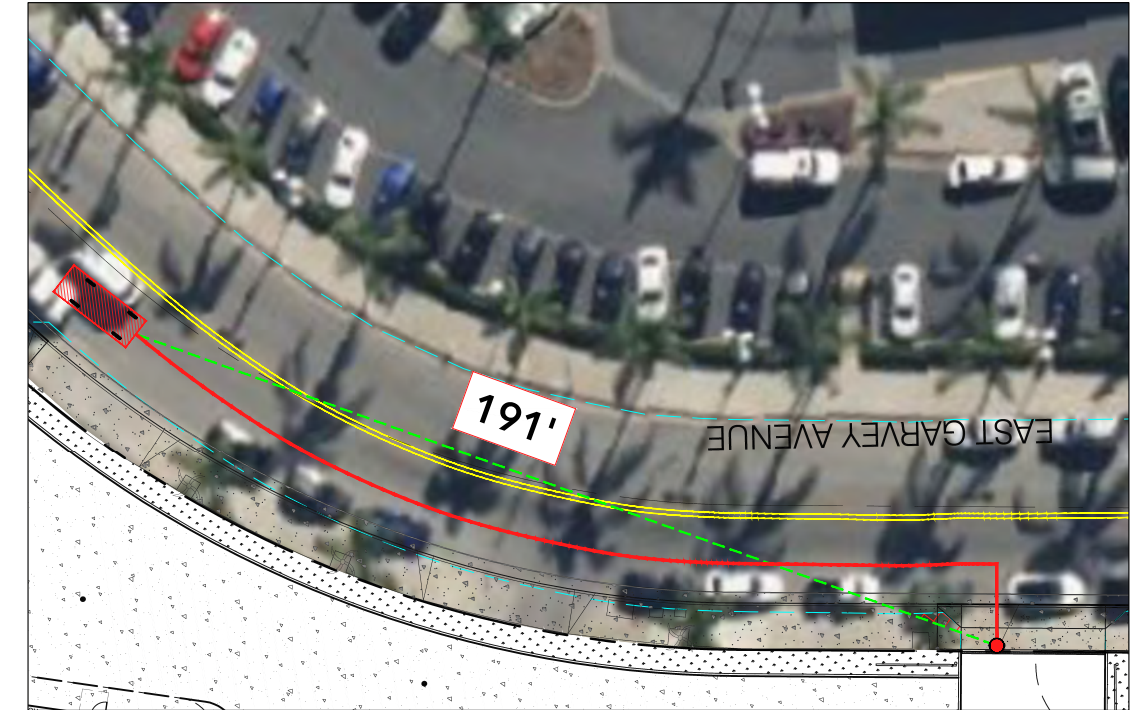
## Garbage Truck Turning Template



Project Access Driveway 1  
 $a_1=22'$ ,  $b = 430'$



Project Access Driveway 2  
 $a_1=23.8'$ ,  $b = 191'$



Project Access Driveway 3  
 $a_1=17'$ ,  $b = 191'$



Project Access Driveway 4  
 $a_1=17.5'$ ,  $b = 191'$

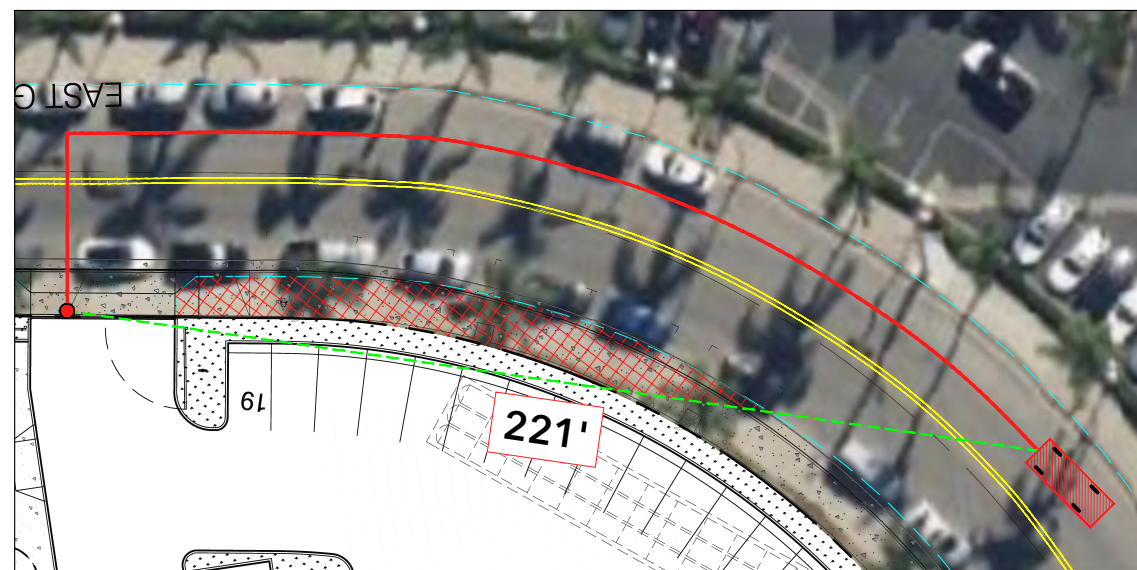
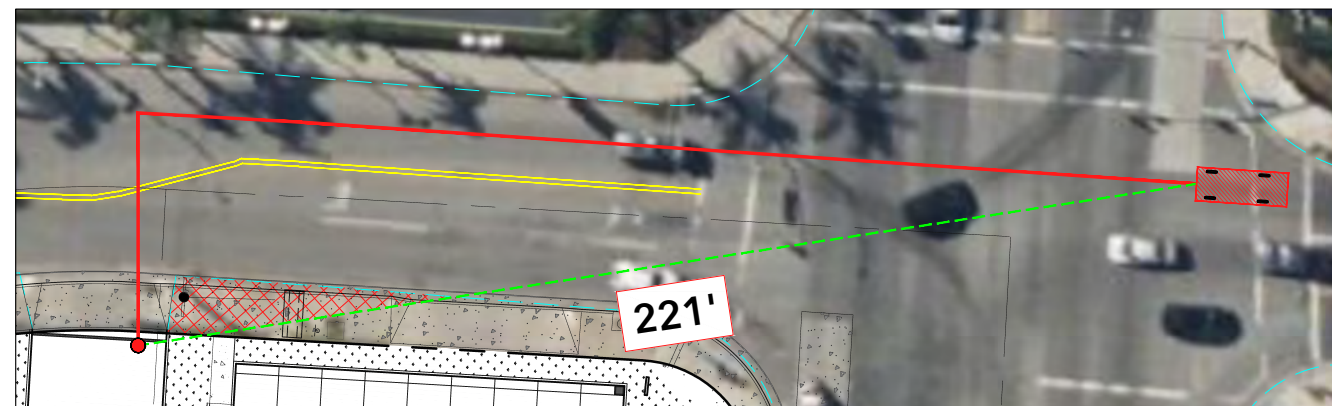
**Legend**

- = Decision Point
- = Line of Sight
- = Corner Sight Distance Requirement
- = Limited Use Area
- = Approaching Vehicle

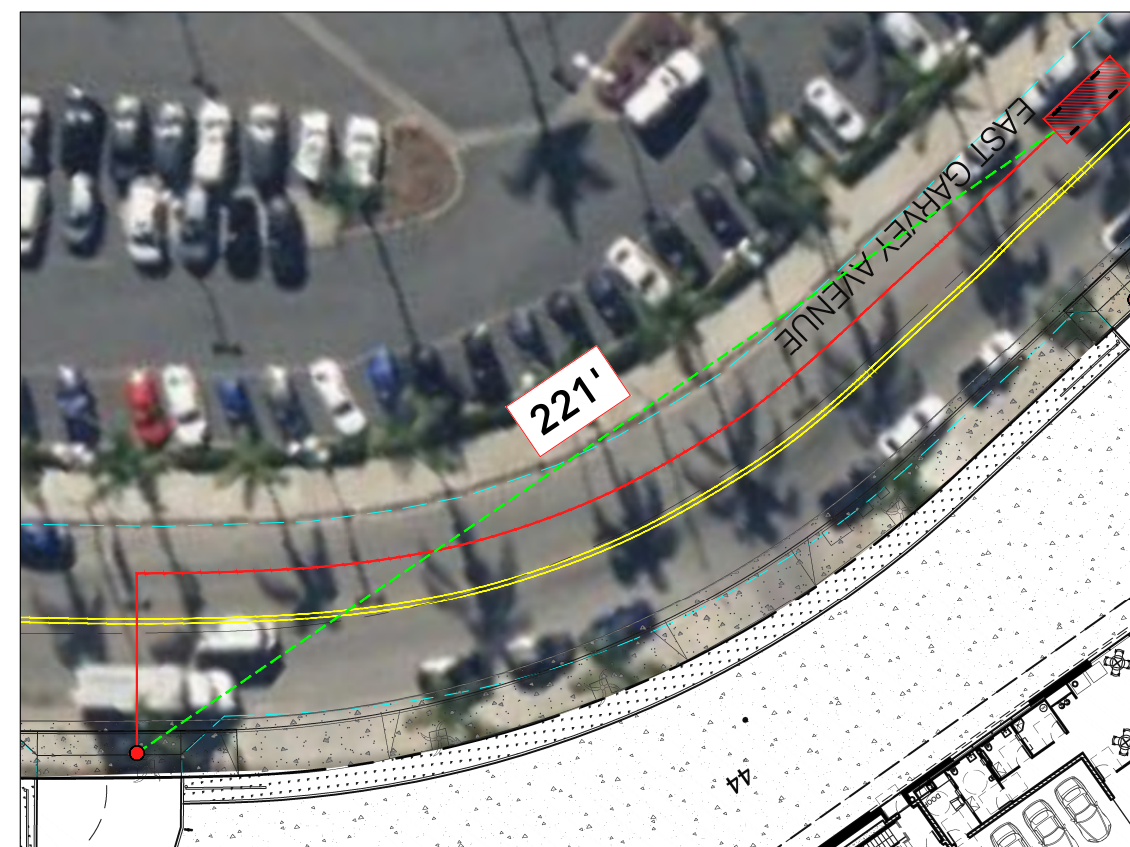
**Exhibit D**

Corner Sight Distance Analysis  
 Right-Turn

Project Access Driveway 2  
 $a_2=48.4'$ ,  $b = 221'$



Project Access Driveway 2  
 $a_2=37'$ ,  $b = 221'$



Project Access Driveway 3  
 $a_2=37.5'$ ,  $b = 221'$

**Legend**

- = Decision Point
- = Line of Sight
- = Corner Sight Distance Requirement
- = Limited Use Area
- = Approaching Vehicle

**Exhibit E**

Corner Sight Distance Analysis  
 Left-Turn



# **Attachment A**

## **LSA EV Charging Trip Generation Data**

## Trip Generation / EV Charging Survey

LOCATION: Tesla EV Chargers (3 Sites)  
 CITY: Fountain Valley, Westminster, Santa Monica

DATE: - \_\_\_\_\_  
 DAY: - \_\_\_\_\_

### SUMMARY OF RESULTS

**98 chargers**

DATE: 8/29/2023  
 DAY: Tuesday

TOTAL SURVEYED TRIPS	1642
TOTAL PASS-BY TRIPS	666
PASS-BY TRIP %	41%
TOTAL INTERNAL TRIP CAPTURE	462
INTERNAL TRIP CAPTURE %	28%
TOTAL DAILY TRIPS	3274

	In	Out	Total		In	Out	Total
AM Pk Hr Trips	74	66	140	PM Pk Hr Trips	100	99	199
AM Pk Hr Trip Rates	0.76	0.67	1.43	PM Pk Hr Trip Rates	1.02	1.01	2.03
AM Pass-By Trips	36			PM Pass-By Trips	36		
AM Pass-By Trip %	49%			PM Pass-By Trip %	36%		
				AM Int Trip Capt	25		
				PM Int Trip Capt	25		
				AM Int Trip Capt %	34%		
				PM Int Trip Capt %	25%		
				Daily Trip Rate	33.41		

DATE: 8/30/2023  
 DAY: Wednesday

TOTAL SURVEYED TRIPS	988
TOTAL PASS-BY TRIPS	393
PASS-BY TRIP %	40%
TOTAL INTERNAL TRIP CAPTURE	258
INTERNAL TRIP CAPTURE %	26%
TOTAL DAILY TRIPS	3377

	In	Out	Total		In	Out	Total
AM Pk Hr Trips	90	77	167	PM Pk Hr Trips	96	102	198
AM Pk Hr Trip Rates	0.92	0.78	1.70	PM Pk Hr Trip Rates	0.98	1.04	2.02
AM Pass-By Trips	41			PM Pass-By Trips	19		
AM Pass-By Trip %	46%			PM Pass-By Trip %	40%	(of 48)	
				AM Int Trip Capt	21		
				PM Int Trip Capt	14		
				AM Int Trip Capt %	23%		
				PM Int Trip Capt %	29%	(of 48)	
				Daily Trip Rate	34.46		

DATE: 8/31/2023  
 DAY: Thursday

TOTAL SURVEYED TRIPS	668
TOTAL PASS-BY TRIPS	281
PASS-BY TRIP %	42%
TOTAL INTERNAL TRIP CAPTURE	164
INTERNAL TRIP CAPTURE %	25%
TOTAL DAILY TRIPS	3178

	In	Out	Total		In	Out	Total
AM Pk Hr Trips	101	91	192	PM Pk Hr Trips	76	82	158
AM Pk Hr Trip Rates	1.03	0.93	1.96	PM Pk Hr Trip Rates	0.78	0.83	1.61
AM Pass-By Trips	22			PM Pass-By Trips	16		
AM Pass-By Trip %	48%	(of 46)		PM Pass-By Trip %	46%	(of 35)	
				AM Int Trip Capt	14		
				PM Int Trip Capt	10		
				AM Int Trip Capt %	30%	(of 46)	
				PM Int Trip Capt %	29%	(of 35)	
				Daily Trip Rate	32.43		

DATE: 3-Day  
 DAY: Total

TOTAL SURVEYED TRIPS	3298
TOTAL PASS-BY TRIPS	1340
PASS-BY TRIP %	41%
TOTAL INTERNAL TRIP CAPTURE	884
INTERNAL TRIP CAPTURE %	27%
TOTAL DAILY TRIPS	9829

	In	Out	Total		In	Out	Total
AM Pk Hr Trips	265	234	499	PM Pk Hr Trips	272	283	555
AM Pk Hr Trip Rates	0.90	0.80	1.70	PM Pk Hr Trip Rates	0.93	0.96	1.89
AM Pass-By Trips	99			PM Pass-By Trips	71		
AM Pass-By Trip %	47%	(of 210)		PM Pass-By Trip %	39%	(of 183)	
				AM Int Trip Capt	60		
				PM Int Trip Capt	49		
				AM Int Trip Capt %	29%	(of 210)	
				PM Int Trip Capt %	27%	(of 183)	
				Daily Trip Rate	33.43		



Trip Generation / EV Charging Survey

LOCATION: Tesla EV Chargers, 9380 Warner Ave  
CITY: Fountain Valley

DATE: 8/30/2023  
DAY: Wednesday

Main survey data table with columns for Inbound Trips, Outbound Trip, TOTAL, Vehicles in Queue, Q1: If you were not charging today, would you be driving on Warner Ave or Bushard Ave now?, Q2: While charging your vehicle, will you be shopping/dining at one or more adjacent retail/restaurants uses?, YES (Pass-by Trip), NO, YES (Internal Trip), NO, NO RESPONSE

Summary table with columns: Inbound Trips, Outbound Trip, TOTAL, Pass-by Trips, Pass-by Trip %, Internal Capture, Internal Capture %

Summary table for 8:00-9:00 AM period with columns: Time, Inbound Trips, Outbound Trip, TOTAL, Pass-by Trips, Pass-by Trip %, Internal Capture, Internal Capture %

Summary table for 4:00-5:00 PM period with columns: Time, Inbound Trips, Outbound Trip, TOTAL, Pass-by Trips, Pass-by Trip %, Internal Capture, Internal Capture %

Summary table with columns: Metric, Value (e.g., TOTAL INBOUND TRIPS 313, RESPONSE % 85%, TOTAL PASS-BY TRIPS 127, PASS-BY TRIP % 41%, TOTAL INTERNAL TRIP CAPTURE 90, INTERNAL TRIP CAPTURE % 29%)

Trip Generation / EV Charging Survey

LOCATION: Techs EV Chargers, 9380 Warner Ave  
 CITY: Fourtman Valley

DATE: 8/31/2023  
 DAY: Thursday

	Inbound Trips	Outbound Trip	TOTAL	Vehicles in Queue	Q1: If you were not charging today, would you be driving on Warner Ave or Bushard Ave now?		Q2: While charging your vehicle, will you be shopping/dining at one or more adjacent retail/restaurants uses?		
					YES (Pass-by Trip)	NO	YES (Internal Trip)	NO	NO RESPONSE
0:00	2	5	7	0	0	1	0	1	1
0:15	1	1	2	0	1	0	0	1	0
0:30	1	0	1	0	0	1	0	1	0
0:45	2	0	2	0	0	2	0	2	0
1:00	1	2	3	0	0	1	0	1	0
1:15	0	2	2	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	0	0
1:45	1	0	1	0	0	1	0	1	0
2:00	1	0	1	0	1	0	0	1	0
2:15	1	0	1	0	0	1	0	1	0
2:30	1	2	3	0	1	0	0	1	0
2:45	1	1	2	0	0	1	0	1	0
3:00	0	0	0	0	0	0	0	0	0
3:15	1	3	4	0	0	1	0	1	0
3:30	0	0	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	0	0
4:45	1	0	1	0	0	1	0	1	0
5:00	2	0	2	0	0	2	0	2	0
5:15	2	1	3	0	0	2	0	2	0
5:30	4	2	6	0	1	2	0	3	1
5:45	3	3	6	0	0	3	0	3	0
6:00	1	3	4	0	0	1	0	1	0
6:15	7	2	9	0	3	4	0	7	0
6:30	0	1	1	0	0	0	0	0	0
6:45	3	5	8	0	0	3	0	3	0
7:00	2	2	4	0	0	2	0	2	0
7:15	2	1	3	0	2	0	1	1	0
7:30	4	7	11	0	2	1	1	2	1
7:45	2	4	6	0	0	1	1	0	1
8:00	3	0	3	0	2	1	1	2	0
8:15	4	4	8	0	2	1	1	2	1
8:30	4	4	8	0	2	2	4	0	0
8:45	4	6	10	2	2	1	2	1	1
9:00	2	5	7	0	0	2	1	1	0
9:15	4	6	10	0	1	1	1	1	2
9:30	6	1	7	0	4	2	3	3	0
9:45	4	5	9	0	0	3	2	1	1
10:00	0	4	4	0	0	0	0	0	0
10:15	2	3	5	0	1	1	1	1	0
10:30	6	1	7	0	3	3	4	2	0
10:45	5	1	6	0	3	2	2	3	0
11:00	5	5	10	1	2	1	2	1	2
11:15	4	7	11	0	2	1	0	3	1
11:30	5	4	9	0	2	2	2	2	1
11:45	6	3	9	0	4	2	3	3	0
12:00	4	5	9	0	3	1	1	3	0
12:15	5	5	10	0	3	2	3	2	0
12:30	4	2	6	0	2	1	0	3	1
12:45	3	7	10	0	1	2	3	0	0
13:00	4	3	7	0	1	2	2	1	1
13:15	4	4	8	0	1	3	2	2	0
13:30	4	3	7	0	1	3	3	1	0
13:45	2	1	3	0	1	1	2	0	0
14:00	2	1	3	0	1	1	1	1	0
14:15	2	4	6	0	1	1	1	1	0
14:30	5	2	7	0	2	2	2	2	1
14:45	5	3	8	0	2	2	2	2	1
15:00	7	9	16	3	3	3	0	6	1
15:15	2	4	6	0	1	1	1	1	0
15:30	9	5	14	0	4	4	2	6	1
15:45	5	8	13	0	4	1	1	4	0
16:00	4	3	7	0	3	0	1	2	1
16:15	5	5	10	0	2	2	1	3	1
16:30	4	4	8	0	1	3	0	4	0
16:45	4	4	8	0	1	2	0	3	1
17:00	6	4	10	0	2	4	1	5	0
17:15	6	4	10	0	4	2	3	3	0
17:30	6	6	12	0	3	3	1	5	0
17:45	4	7	11	0	2	2	1	3	0
18:00	3	1	4	0	0	3	0	3	0
18:15	2	2	4	0	1	1	1	1	0
18:30	7	2	9	0	2	4	1	5	1
18:45	6	4	10	0	4	2	3	3	0
19:00	4	5	9	0	2	2	1	3	0
19:15	6	8	14	0	5	1	1	5	0
19:30	3	4	7	0	1	1	2	0	1
19:45	8	7	15	0	4	3	1	6	1
20:00	5	3	8	1	3	2	0	5	0
20:15	3	3	6	1	2	1	0	3	0
20:30	1	5	6	0	0	1	0	1	0
20:45	9	4	13	0	4	2	0	6	3
21:00	1	5	6	0	0	1	0	1	0
21:15	2	6	8	0	2	0	0	2	0
21:30	5	2	7	0	3	2	0	5	0
21:45	2	2	4	0	1	1	0	2	0
22:00	2	3	5	0	1	1	0	2	0
22:15	4	2	6	0	2	2	0	4	0
22:30	2	5	7	0	2	0	0	2	0
22:45	3	2	5	0	2	1	0	3	0
23:00	6	0	6	0	2	3	0	5	1
23:15	3	6	9	0	1	2	0	3	0
23:30	4	3	7	0	2	2	0	4	0
23:45	3	7	10	0	2	0	0	2	1
TOTAL	310	305	615		138	142	76	204	30

	Inbound Trips	Outbound Trip	TOTAL	Pass-by Trips	Pass-by Trip %	Internal Capture	Internal Capture %
7:00-8:00 AM	10	14	24	4	40%	3	30%
7:15-8:15 AM	11	12	23	6	55%	4	36%
7:30-8:30 AM	13	15	28	6	46%	4	31%
7:45-8:45 AM	13	12	25	6	46%	7	54%
8:00-9:00 AM	15	14	29	8	53%	8	53%
4:00-5:00 PM	17	16	33	7	41%	2	12%
4:15-5:15 PM	19	17	36	6	32%	2	11%
4:30-5:30 PM	20	16	36	8	40%	4	20%
4:45-5:45 PM	22	18	40	10	45%	5	23%
5:00-6:00 PM	22	21	43	11	50%	6	27%

TOTAL INBOUND TRIPS	310
RESPONSE %	90%
TOTAL PASS-BY TRIPS	138
PASS-BY TRIP %	45%
TOTAL INTERNAL TRIP CAPTURE	76
INTERNAL TRIP CAPTURE %	25%

## Trip Generation / EV Charging Survey

LOCATION: Tesla EV Chargers, 9380 Warner Ave  
 CITY: Fountain Valley

DATE: - \_\_\_\_\_  
 DAY: - \_\_\_\_\_

### SUMMARY OF RESULTS

**12 chargers**

DATE: 8/29/2023  
 DAY: Tuesday

TOTAL SURVEYED TRIPS	308
TOTAL PASS-BY TRIPS	151
PASS-BY TRIP %	49%
TOTAL INTERNAL TRIP CAPTURE	96
INTERNAL TRIP CAPTURE %	31%
TOTAL DAILY TRIPS	613

	In	Out	Total		In	Out	Total
AM Pk Hr Trips	12	11	23	PM Pk Hr Trips	21	19	40
AM Pk Hr Trip Rates	1.00	0.92	1.92	PM Pk Hr Trip Rates	1.75	1.58	3.33
AM Pass-By Trips	4			PM Pass-By Trips	11		
AM Pass-By Trip %	33%			PM Pass-By Trip %	52%		
				AM Int Trip Capt	6		
				PM Int Trip Capt	6		
				AM Int Trip Capt %	50%		
				PM Int Trip Capt %	29%		
				Daily Trip Rate	51.08		

DATE: 8/30/2023  
 DAY: Wednesday

TOTAL SURVEYED TRIPS	313
TOTAL PASS-BY TRIPS	127
PASS-BY TRIP %	41%
TOTAL INTERNAL TRIP CAPTURE	90
INTERNAL TRIP CAPTURE %	29%
TOTAL DAILY TRIPS	629

	In	Out	Total		In	Out	Total
AM Pk Hr Trips	15	19	34	PM Pk Hr Trips	20	20	40
AM Pk Hr Trip Rates	1.25	1.58	2.83	PM Pk Hr Trip Rates	1.67	1.66	3.33
AM Pass-By Trips	6			PM Pass-By Trips	7		
AM Pass-By Trip %	40%			PM Pass-By Trip %	35%		
				AM Int Trip Capt	6		
				PM Int Trip Capt	7		
				AM Int Trip Capt %	40%		
				PM Int Trip Capt %	35%		
				Daily Trip Rate	52.42		

DATE: 8/31/2023  
 DAY: Thursday

TOTAL SURVEYED TRIPS	310
TOTAL PASS-BY TRIPS	138
PASS-BY TRIP %	45%
TOTAL INTERNAL TRIP CAPTURE	76
INTERNAL TRIP CAPTURE %	25%
TOTAL DAILY TRIPS	615

	In	Out	Total		In	Out	Total
AM Pk Hr Trips	15	14	29	PM Pk Hr Trips	22	21	43
AM Pk Hr Trip Rates	1.25	1.17	2.42	PM Pk Hr Trip Rates	1.83	1.75	3.58
AM Pass-By Trips	8			PM Pass-By Trips	11		
AM Pass-By Trip %	53%			PM Pass-By Trip %	50%		
				AM Int Trip Capt	8		
				PM Int Trip Capt	6		
				AM Int Trip Capt %	53%		
				PM Int Trip Capt %	27%		
				Daily Trip Rate	51.25		

DATE: 3-Day  
 DAY: Total

TOTAL SURVEYED TRIPS	931
TOTAL PASS-BY TRIPS	416
PASS-BY TRIP %	45%
TOTAL INTERNAL TRIP CAPTURE	262
INTERNAL TRIP CAPTURE %	28%
TOTAL DAILY TRIPS	1857

	In	Out	Total		In	Out	Total
AM Pk Hr Trips	42	44	86	PM Pk Hr Trips	63	60	123
AM Pk Hr Trip Rates	1.17	1.22	2.39	PM Pk Hr Trip Rates	1.75	1.67	3.42
AM Pass-By Trips	18			PM Pass-By Trips	29		
AM Pass-By Trip %	43%			PM Pass-By Trip %	46%		
				AM Int Trip Capt	20		
				PM Int Trip Capt	19		
				AM Int Trip Capt %	48%		
				PM Int Trip Capt %	30%		
				Daily Trip Rate	51.58		



Trip Generation / EV Charging Survey

LOCATION: Tesla EV Chargers, 1025 Westminster Mall  
 CITY: Westminster

DATE: 8/29/2023  
 DAY: Tuesday

	Inbound Trips	Outbound Trip	TOTAL	Vehicles in Queue	Q1: If you were not charging today, would you be driving on Bolsa Ave now?		Q2: While charging your vehicle, will you be shopping/dining at one or more adjacent retail/restaurants uses?		
					YES (Pass-by Trip)	NO	YES (Internal Trip)	NO	NO RESPONSE
0:00	2	5	7	0	1	1	0	2	0
0:15	2	6	8	0	0	1	0	2	1
0:30	0	1	1	0	0	0	0	0	0
0:45	1	3	4	0	0	1	0	1	0
1:00	0	1	1	0	0	0	0	0	0
1:15	0	1	1	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	0	0
1:45	1	0	1	0	0	1	0	1	0
2:00	2	0	2	0	0	2	0	2	0
2:15	1	0	1	0	0	1	0	1	0
2:30	0	2	2	0	0	0	0	0	0
2:45	0	1	1	0	0	0	0	0	0
3:00	0	1	1	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	0	0
3:30	1	0	1	0	0	1	0	1	0
3:45	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0
4:15	1	1	2	0	0	0	0	0	0
4:30	0	1	1	0	0	1	0	1	0
4:45	0	0	0	0	0	0	0	0	0
5:00	2	0	2	0	0	2	0	2	0
5:15	2	0	2	0	1	1	0	2	0
5:30	0	0	0	0	0	0	0	0	0
5:45	4	1	5	0	2	0	0	2	0
6:00	0	2	2	0	0	2	0	2	0
6:15	4	1	5	0	2	2	0	4	0
6:30	1	1	2	0	1	0	0	1	0
6:45	2	3	5	0	0	2	0	2	0
7:00	5	4	9	0	2	3	0	5	0
7:15	4	2	6	0	1	3	0	4	0
7:30	4	2	6	0	1	1	0	2	1
7:45	3	5	8	0	2	2	3	1	0
8:00	4	0	4	0	0	4	0	4	0
8:15	4	4	8	0	4	0	4	0	0
8:30	4	3	7	0	3	1	0	4	0
8:45	4	11	15	0	2	0	1	3	1
9:00	5	5	10	0	5	1	2	4	0
9:15	5	4	9	0	3	2	2	3	0
9:30	7	5	12	0	2	5	2	5	0
9:45	7	0	7	0	4	3	3	4	0
10:00	10	9	19	0	4	5	1	8	1
10:15	4	11	15	0	2	2	2	2	0
10:30	2	3	5	0	1	1	1	1	0
10:45	2	6	8	0	0	1	1	0	1
11:00	12	3	15	0	4	7	6	5	1
11:15	6	4	10	0	2	4	2	4	0
11:30	3	8	11	0	1	1	0	2	2
11:45	6	5	11	0	1	2	1	2	2
12:00	3	3	6	0	1	1	0	2	1
12:15	4	3	7	0	2	2	1	3	0
12:30	10	6	16	0	4	3	4	3	3
12:45	7	8	15	0	2	2	2	2	3
13:00	8	7	15	0	2	3	3	2	2
13:15	7	5	12	0	5	3	5	3	0
13:30	1	6	7	0	0	0	0	0	0
13:45	1	7	8	0	1	0	1	0	1
14:00	12	4	16	0	0	2	6	5	1
14:15	4	3	7	0	0	3	1	2	1
14:30	9	6	15	0	2	3	1	4	4
14:45	2	10	12	0	0	2	0	2	0
15:00	3	5	8	0	3	0	1	2	0
15:15	6	6	12	0	3	2	2	3	1
15:30	6	4	10	0	3	3	2	4	0
15:45	3	4	7	0	1	1	1	1	1
16:00	7	6	13	0	2	4	2	4	1
16:15	4	2	6	0	4	1	3	2	0
16:30	5	3	8	0	2	2	0	4	0
16:45	10	4	14	0	3	7	3	7	0
17:00	11	7	18	1	2	5	2	5	4
17:15	4	4	8	3	0	4	0	4	0
17:30	4	9	13	0	2	1	0	3	1
17:45	3	9	12	0	1	2	0	3	0
18:00	3	7	10	0	1	2	1	2	0
18:15	7	3	10	0	3	4	4	3	0
18:30	0	2	2	0	0	0	0	0	0
18:45	6	3	9	0	3	2	2	3	1
19:00	6	4	10	0	2	2	2	2	2
19:15	3	7	10	0	0	2	0	2	1
19:30	5	7	12	0	1	3	3	1	1
19:45	11	2	13	0	4	3	3	4	2
20:00	8	5	13	0	4	6	2	8	0
20:15	5	5	10	0	2	3	1	4	0
20:30	7	8	15	0	3	4	2	5	0
20:45	7	9	16	0	3	3	2	4	1
21:00	5	7	12	0	3	2	2	3	0
21:15	4	5	9	0	1	3	0	4	0
21:30	3	5	8	0	2	1	1	2	0
21:45	7	4	11	0	2	1	1	2	4
22:00	4	5	9	0	1	1	0	2	2
22:15	5	3	8	0	2	1	1	2	1
22:30	2	4	6	0	2	0	0	2	1
22:45	9	2	11	0	3	2	1	4	3
23:00	5	5	10	0	3	1	1	3	2
23:15	2	3	5	0	0	1	0	1	1
23:30	4	6	10	0	3	1	2	2	0
23:45	0	7	7	0	0	0	0	0	0
TOTAL	379	378	757		153	170	102	221	56

Inbound Trips	Outbound Trip	TOTAL	Pass-by Trips	Pass-by Trip %	Internal Capture	Internal Capture %
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7:00-8:00 AM	16	13	29	6	38%	3	19%
7:15-8:15 AM	15	9	24	4	27%	3	20%
7:30-8:30 AM	15	11	26	7	47%	7	47%
7:45-8:45 AM	15	12	27	9	60%	7	47%
8:00-9:00 AM	16	18	34	9	56%	5	31%
4:00-5:00 PM	26	15	41	11	42%	8	31%
4:15-5:15 PM	30	16	46	11	37%	8	27%
4:30-5:30 PM	30	18	48	7	23%	5	17%
4:45-5:45 PM	29	24	53	7	26%	5	17%
5:00-6:00 PM	22	29	51	5	23%	2	9%

TOTAL INBOUND TRIPS	379
RESPONSE %	85%
TOTAL PASS-BY TRIPS	153
PASS-BY TRIP %	40%
TOTAL INTERNAL TRIP CAPTURE	102
INTERNAL TRIP CAPTURE %	27%

Trip Generation / EV Charging Survey

LOCATION: Tesla EV Chargers, 1025 Westminster Mall  
 CITY: Westminster

DATE: 8/30/2023  
 DAY: Wednesday

	Inbound Trips	Outbound Trip	TOTAL	Vehicles in Queue	Q1: If you were not charging today, would you be driving on Boka Ave now?		Q2: While charging your vehicle, will you be shopping/dining at one or more adjacent retail/restaurants uses?		
					YES (Pass-by Trip)	NO	YES (Internal Trip)	NO	NO RESPONSE
0:00	4	3	7	0	3	0	0	3	1
0:15	3	4	7	0	0	2	0	2	1
0:30	1	2	3	0	0	1	0	1	0
0:45	0	0	0	0	0	0	0	0	0
1:00	0	2	2	0	0	0	0	0	0
1:15	1	3	4	0	1	0	0	1	0
1:30	0	0	0	0	0	0	0	0	0
1:45	1	0	1	0	0	1	0	1	0
2:00	0	1	1	0	0	0	0	0	0
2:15	1	0	1	0	0	1	0	1	0
2:30	0	1	1	0	0	0	0	0	0
2:45	1	1	2	0	1	0	0	1	0
3:00	0	0	0	0	0	0	0	0	0
3:15	0	1	1	0	0	0	0	0	0
3:30	1	0	1	0	0	0	0	0	1
3:45	0	0	0	0	0	0	0	0	0
4:00	2	0	2	0	1	0	0	1	1
4:15	0	2	2	0	0	0	0	0	0
4:30	0	1	1	0	0	0	0	0	0
4:45	1	0	1	0	0	0	0	0	1
5:00	3	0	3	0	2	0	0	2	1
5:15	1	2	3	0	1	0	0	1	0
5:30	4	3	7	0	2	1	0	3	1
5:45	1	0	1	0	1	0	0	1	0
6:00	3	2	5	0	1	2	1	2	0
6:15	3	2	5	0	1	2	1	2	0
6:30	3	3	6	0	2	1	1	2	0
6:45	4	2	6	0	1	2	0	3	1
7:00	2	3	5	0	2	1	0	3	0
7:15	5	5	10	0	3	1	0	4	0
7:30	2	6	8	0	1	1	1	1	0
7:45	9	7	16	0	3	6	2	7	0
8:00	11	7	18	0	6	4	3	7	1
8:15	6	4	10	0	4	3	1	6	1
8:30	5	4	9	0	2	4	1	5	1
8:45	5	4	9	0	2	2	0	4	1
9:00	4	5	9	0	2	2	2	2	1
9:15	8	10	18	0	2	4	2	4	1
9:30	3	6	9	0	2	0	2	0	1
9:45	8	7	15	0	3	3	4	2	2
10:00	3	5	8	0	1	2	2	1	1
10:15	5	3	8	0	2	2	2	2	0
10:30	9	4	13	0	3	3	3	3	3
10:45	7	6	13	0	3	3	3	3	1
11:00	3	4	7	0	1	1	0	2	1
11:15	11	6	17	0	5	3	3	5	3
11:30	6	5	11	0	3	3	3	3	0
11:45	6	7	13	0	2	4	4	2	0
12:00	3	6	9	0	1	2	2	1	0
12:15	6	9	15	0	1	2	1	2	3
12:30	3	7	10	0	1	1	1	1	1
12:45	7	6	13	0	2	4	2	4	1
13:00	7	6	13	0	2	5	1	6	0
13:15	10	5	15	0	2	6	1	7	1
13:30	5	6	11	0	2	4	3	3	0
13:45	8	5	13	0	3	5	2	5	1
14:00	4	5	9	0	2	2	0	3	0
14:15	6	9	15	0	1	4	2	3	1
14:30	3	7	10	0	2	1	1	2	0
14:45	4	8	12	0	1	3	1	3	0
15:00	5	5	10	0	2	3	2	3	0
15:15	4	6	10	0	1	2	2	1	1
15:30	5	5	10	0	1	4	3	2	0
15:45	5	3	8	0	3	2	1	4	0
16:00	8	4	12	0	3	4	2	5	1
16:15	5	6	11	0	2	2	2	2	1
16:30	5	5	10	0	3	2	1	4	0
16:45	4	5	9	0	2	1	1	2	1
17:00	7	5	12	0	3	4	1	6	0
17:15	7	5	12	0	3	4	1	6	0
17:30	5	6	11	0	2	3	1	4	0
17:45	9	8	17	0	4	3	4	3	2
18:00	7	6	13	0	5	1	2	4	0
18:15	4	9	13	0	1	3	2	2	1
18:30	5	5	10	0	2	3	2	3	0
18:45	7	6	13	0	1	5	1	5	1
19:00	5	7	12	0	2	2	0	4	1
19:15	5	5	10	0	1	1	2	0	2
19:30	6	6	12	0	2	3	1	4	2
19:45	4	5	9	0	1	1	1	3	2
20:00	8	5	13	0	4	2	3	3	2
20:15	3	3	6	0	1	2	0	3	0
20:30	5	6	11	0	1	3	0	4	1
20:45	6	5	11	0	2	2	0	4	2
21:00	7	5	12	0	3	2	2	3	2
21:15	6	6	12	0	2	2	2	2	2
21:30	7	7	14	0	2	5	3	4	0
21:45	9	6	15	0	4	3	3	4	2
22:00	0	3	3	0	0	0	0	0	0
22:15	5	3	8	0	1	1	1	1	3
22:30	5	8	13	0	2	3	0	5	0
22:45	4	4	8	0	2	2	0	4	0
23:00	5	5	10	0	1	3	0	4	1
23:15	4	5	9	0	1	1	0	2	2
23:30	3	6	9	0	2	1	0	3	1
23:45	6	5	11	0	1	2	0	3	2
TOTAL	417	411	828		161	191	105	247	69

Inbound Trips	Outbound Trip	TOTAL	Pass-by Trips	Pass-by Trip %	Internal Capture	Internal Capture %
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7:00-8:00 AM	18	21	39	9	50%	3	17%
7:15-8:15 AM	27	20	47	13	48%	6	23%
7:30-8:30 AM	28	19	47	14	50%	7	25%
7:45-8:45 AM	31	17	48	15	48%	7	23%
8:00-9:00 AM	27	14	41	14	52%	5	19%
4:00-5:00 PM	22	20	42	10	45%	6	27%
4:15-5:15 PM	21	21	42	10	48%	5	24%
4:30-5:30 PM	23	20	43	11	48%	4	17%
4:45-5:45 PM	23	21	44	10	43%	4	17%
5:00-6:00 PM	28	24	52	12	43%	7	25%

TOTAL INBOUND TRIPS	417
RESPONSE %	84%
TOTAL PASS-BY TRIPS	161
PASS-BY TRIP %	39%
TOTAL INTERNAL TRIP CAPTURE	105
INTERNAL TRIP CAPTURE %	25%

Trip Generation / EV Charging Survey

LOCATION: Tesla EV Chargers, 1025 Westminster Mall  
 CITY: Westminster

DATE: 8/31/2023  
 DAY: Thursday

	Inbound Trips	Outbound Trip	TOTAL	Vehicles in Queue	Q1: If you were not charging today, would you be driving on Boka Ave now?		Q2: While charging your vehicle, will you be shopping/dining at one or more adjacent retail/restaurants uses?		
					YES (Pass-by Trip)	NO	YES (Internal Trip)	NO	NO RESPONSE
0:00	1	3	4	0	1	0	0	1	0
0:15	1	3	4	0	1	0	0	1	0
0:30	0	4	4	0	0	0	0	0	0
0:45	0	0	0	0	0	1	0	1	0
1:00	1	2	3	0	0	0	0	0	0
1:15	1	0	1	0	1	0	0	1	0
1:30	0	0	0	0	0	0	0	0	0
1:45	0	1	1	0	0	0	0	0	0
2:00	0	1	1	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	0	0
2:30	1	1	2	0	0	1	0	1	0
2:45	2	0	2	0	1	1	0	2	0
3:00	2	1	3	0	1	1	0	2	0
3:15	3	2	5	0	2	0	0	2	1
3:30	1	0	1	0	1	0	0	1	0
3:45	0	2	2	0	0	0	0	0	0
4:00	2	1	3	0	2	0	0	2	0
4:15	1	1	2	0	1	0	0	1	0
4:30	0	1	1	0	0	0	0	0	0
4:45	1	2	3	0	0	1	0	1	0
5:00	4	0	4	0	1	1	0	2	1
5:15	3	2	5	0	1	2	0	3	1
5:30	2	2	4	0	1	0	0	1	1
5:45	4	2	6	0	2	2	0	4	0
6:00	0	0	0	0	0	0	0	0	0
6:15	4	1	5	0	2	0	1	3	2
6:30	2	4	6	0	2	0	0	2	0
6:45	9	3	12	0	6	3	0	9	0
7:00	4	3	7	0	1	3	0	4	0
7:15	3	5	8	0	2	2	0	4	0
7:30	8	6	14	0	4	3	2	5	0
7:45	4	8	12	0	2	2	0	4	0
8:00	10	3	16	0	3	3	1	6	4
8:15	9	8	17	0	5	2	1	4	2
8:30	4	8	12	0	2	1	0	3	1
8:45	3	11	14	0	2	1	1	2	0
9:00	6	3	9	0	1	2	0	3	2
9:15	5	4	9	0	3	3	3	3	0
9:30	6	4	10	0	2	4	3	3	0
9:45	6	8	14	0	2	3	1	4	1
10:00	7	3	10	0	3	3	4	2	0
10:15	8	7	15	0	3	5	2	6	1
10:30	6	4	10	0	2	2	2	2	2
10:45	8	4	12	0	3	1	1	3	3
11:00	3	8	11	0	1	3	2	2	0
11:15	3	7	10	0	1	1	1	1	1
11:30	4	6	10	0	2	1	1	2	1
11:45	3	4	7	0	0	2	0	2	1
12:00	8	4	12	0	3	4	4	3	1
12:15	7	5	12	0	1	3	1	3	3
12:30	4	10	14	0	2	1	1	2	1
12:45	5	3	8	0	1	3	2	2	1
13:00	8	5	13	0	2	4	2	4	2
13:15	4	6	10	0	2	2	1	3	0
13:30	3	4	7	0	1	1	2	0	1
13:45	3	5	8	0	1	2	2	1	0
14:00	5	6	11	0	2	2	2	1	0
14:15	5	7	12	0	3	1	0	4	1
14:30	7	5	12	0	2	5	2	5	0
14:45	3	4	7	0	1	0	1	0	2
15:00	4	5	9	0	2	1	1	2	2
15:15	5	4	9	0	2	1	2	1	1
15:30	5	2	7	0	4	1	2	4	0
15:45	1	5	6	0	1	0	0	1	0
16:00	4	1	5	0	2	1	2	1	1
16:15	2	6	8	0	1	0	1	0	1
16:30	4	6	10	0	2	0	0	2	2
16:45	3	2	5	0	0	3	1	2	0
17:00	3	2	5	0	1	2	2	1	0
17:15	1	3	4	0	0	1	1	0	0
17:30	5	3	8	0	2	2	0	4	1
17:45	4	3	7	0	0	3	2	1	1
18:00	7	5	12	0	2	5	3	4	0
18:15	6	4	10	0	1	3	2	2	2
18:30	1	6	7	0	0	1	1	0	0
18:45	8	8	16	0	3	4	5	2	1
19:00	8	5	13	0	1	4	2	3	3
19:15	6	6	12	0	2	4	3	3	0
19:30	2	4	6	0	1	1	1	1	0
19:45	5	9	14	0	2	1	1	2	2
20:00	9	3	12	0	4	4	2	6	1
20:15	6	6	12	0	4	1	1	4	1
20:30	2	5	7	0	1	0	1	0	1
20:45	4	5	9	0	2	2	2	2	0
21:00	8	6	14	0	4	2	2	4	2
21:15	1	5	6	0	0	0	0	0	1
21:30	2	5	7	0	0	2	0	2	0
21:45	4	3	7	0	1	2	1	2	1
22:00	3	2	5	0	2	1	0	3	0
22:15	3	2	5	0	0	3	0	3	0
22:30	2	5	7	0	0	0	0	0	2
22:45	1	2	3	0	0	1	0	1	0
23:00	6	2	8	0	3	1	0	4	2
23:15	1	1	2	0	0	1	0	1	0
23:30	5	3	8	0	2	2	0	4	1
23:45	0	0	0	0	0	0	0	0	0
TOTAL	358	364	722		143	148	88	203	67

Inbound Trips	Outbound Trip	TOTAL	Pass-by Trips	Pass-by Trip %	Internal Capture	Internal Capture %
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7:00-8:00 AM	19	22	41	9	47%	2	11%
7:15-8:15 AM	25	25	50	11	44%	3	12%
7:30-8:30 AM	31	28	59	14	45%	6	19%
7:45-8:45 AM	27	30	57	12	44%	4	15%
8:00-9:00 AM	26	33	59	12	46%	5	19%

4:00-5:00 PM	13	15	28	5	38%	4	31%
4:15-5:15 PM	12	16	28	4	33%	4	33%
4:30-5:30 PM	11	13	24	3	27%	4	36%
4:45-5:45 PM	12	10	22	3	25%	4	33%
5:00-6:00 PM	13	11	24	3	23%	5	38%

TOTAL INBOUND TRIPS	358
RESPONSE %	81%
TOTAL PASS-BY TRIPS	143
PASS-BY TRIP %	40%
TOTAL INTERNAL TRIP CAPTURE	88
INTERNAL TRIP CAPTURE %	25%

## Trip Generation / EV Charging Survey

LOCATION: Tesla EV Chargers, 1025 Westminster Mall  
 CITY: Westminster

DATE: - \_\_\_\_\_  
 DAY: - \_\_\_\_\_

### SUMMARY OF RESULTS

**24 chargers**

DATE: 8/29/2023  
 DAY: Tuesday

TOTAL SURVEYED TRIPS	379
TOTAL PASS-BY TRIPS	153
PASS-BY TRIP %	40%
TOTAL INTERNAL TRIP CAPTURE	102
INTERNAL TRIP CAPTURE %	27%
TOTAL DAILY TRIPS	757

	In	Out	Total		In	Out	Total
AM Pk Hr Trips	16	18	34	PM Pk Hr Trips	29	24	53
AM Pk Hr Trip Rates	0.67	0.75	1.42	PM Pk Hr Trip Rates	1.21	1.00	2.21
AM Pass-By Trips	9			PM Pass-By Trips	7		
AM Pass-By Trip %	56%			PM Pass-By Trip %	24%		
				AM Int Trip Capt	5		
AM Int Trip Capt %	31%			PM Int Trip Capt %	17%		
				Daily Trip Rate	31.54		

DATE: 8/30/2023  
 DAY: Wednesday

TOTAL SURVEYED TRIPS	417
TOTAL PASS-BY TRIPS	161
PASS-BY TRIP %	39%
TOTAL INTERNAL TRIP CAPTURE	105
INTERNAL TRIP CAPTURE %	25%
TOTAL DAILY TRIPS	828

	In	Out	Total		In	Out	Total
AM Pk Hr Trips	31	17	48	PM Pk Hr Trips	28	24	52
AM Pk Hr Trip Rates	1.29	0.71	2.00	PM Pk Hr Trip Rates	1.17	1.00	2.17
AM Pass-By Trips	15			PM Pass-By Trips	12		
AM Pass-By Trip %	48%			PM Pass-By Trip %	43%		
				AM Int Trip Capt	7		
AM Int Trip Capt %	23%			PM Int Trip Capt %	25%		
				Daily Trip Rate	34.50		

DATE: 8/31/2023  
 DAY: Thursday

TOTAL SURVEYED TRIPS	358
TOTAL PASS-BY TRIPS	143
PASS-BY TRIP %	40%
TOTAL INTERNAL TRIP CAPTURE	88
INTERNAL TRIP CAPTURE %	25%
TOTAL DAILY TRIPS	722

	In	Out	Total		In	Out	Total
AM Pk Hr Trips	31	28	59	PM Pk Hr Trips	13	15	28
AM Pk Hr Trip Rates	1.29	1.17	2.46	PM Pk Hr Trip Rates	0.54	0.63	1.17
AM Pass-By Trips	14			PM Pass-By Trips	5		
AM Pass-By Trip %	45%			PM Pass-By Trip %	38%		
				AM Int Trip Capt	6		
AM Int Trip Capt %	19%			PM Int Trip Capt %	31%		
				Daily Trip Rate	30.08		

DATE: 3-Day  
 DAY: Total

TOTAL SURVEYED TRIPS	1154
TOTAL PASS-BY TRIPS	457
PASS-BY TRIP %	40%
TOTAL INTERNAL TRIP CAPTURE	295
INTERNAL TRIP CAPTURE %	26%
TOTAL DAILY TRIPS	2307

	In	Out	Total		In	Out	Total
AM Pk Hr Trips	78	63	141	PM Pk Hr Trips	70	63	133
AM Pk Hr Trip Rates	1.08	0.88	1.96	PM Pk Hr Trip Rates	0.97	0.88	1.85
AM Pass-By Trips	38			PM Pass-By Trips	24		
AM Pass-By Trip %	49%			PM Pass-By Trip %	34%		
				AM Int Trip Capt	18		
AM Int Trip Capt %	23%			PM Int Trip Capt %	23%		
				Daily Trip Rate	32.04		

Trip Generation / EV Charging Survey

LOCATION: Tesla EV Chargers, 1425 Santa Monica Blvd  
 CITY: Santa Monica

DATE: 8/29/2023  
 DAY: Tuesday

	Inbound Trips	Outbound Trip	TOTAL	Vehicles in Queue	Q1: If you were not charging today, would you be driving on Santa Monica Blvd now?		Q2: While charging your vehicle, will you be shopping/dining at one or more adjacent retail/restaurants uses?		
					YES (Pass-by Trip)	NO	YES (Internal Trip)	NO	NO RESPONSE
0:00	16	5	21	0	5	6	2	9	5
0:15	19	14	33	0	4	9	3	10	6
0:30	11	10	20	0	5	3	2	6	3
0:45	9	11	20	0	2	3	1	4	4
1:00	4	6	10	0	1	3	1	3	0
1:15	5	8	13	0	1	4	2	3	0
1:30	3	9	12	0	0	1	0	1	2
1:45	2	9	11	0	1	1	0	2	0
2:00	5	6	11	0	1	1	0	2	3
2:15	8	4	12	0	3	3	2	4	2
2:30	3	1	4	0	1	0	0	1	1
2:45	2	5	7	0	1	2	2	1	0
3:00	2	3	5	0	1	0	1	0	1
3:15	2	4	6	0	0	1	0	1	1
3:30	4	0	4	0	0	2	0	2	2
3:45	6	6	12	0	1	4	1	4	1
4:00	2	3	5	0	0	1	0	1	0
4:15	1	3	4	0	1	1	0	1	0
4:30	2	3	5	0	0	1	0	1	1
4:45	6	3	9	0	1	2	1	2	3
5:00	0	3	3	0	0	0	0	0	0
5:15	2	4	6	0	0	2	0	2	0
5:30	3	1	4	0	1	1	1	1	1
5:45	4	1	5	0	1	1	0	2	2
6:00	6	7	13	0	1	2	1	2	3
6:15	6	7	13	0	4	1	2	3	1
6:30	6	5	11	0	3	3	1	5	0
6:45	1	5	6	0	0	1	0	1	0
7:00	7	4	11	0	3	4	2	5	0
7:15	2	6	8	0	3	0	2	1	0
7:30	12	8	20	0	7	3	4	6	1
7:45	11	7	18	0	5	3	2	6	3
8:00	9	9	18	0	4	3	2	5	2
8:15	14	8	22	0	6	5	4	7	1
8:30	9	11	20	0	7	0	4	3	2
8:45	14	9	23	0	6	4	4	6	4
9:00	8	12	20	0	2	3	2	3	3
9:15	8	12	20	0	4	2	2	4	2
9:30	8	10	18	0	3	3	2	4	2
9:45	11	10	21	0	6	2	3	7	1
10:00	15	9	24	0	5	7	6	6	3
10:15	14	12	26	0	5	5	3	7	4
10:30	9	15	24	0	3	5	3	5	1
10:45	15	13	28	0	6	5	3	8	4
11:00	10	13	23	0	6	3	2	7	1
11:15	15	15	30	0	5	6	5	7	4
11:30	12	10	22	0	4	6	5	5	2
11:45	13	12	25	0	6	4	4	6	3
12:00	11	12	23	0	5	5	4	6	1
12:15	9	13	22	0	3	4	1	6	2
12:30	17	11	28	0	7	4	5	6	6
12:45	10	12	22	0	4	5	3	6	1
13:00	16	12	28	0	5	6	5	6	5
13:15	20	11	31	0	8	9	7	10	3
13:30	8	13	21	0	2	4	3	3	2
13:45	9	12	21	0	5	4	3	6	0
14:00	13	11	24	0	7	5	4	6	1
14:15	7	12	19	0	2	4	2	4	1
14:30	8	13	21	0	3	5	2	6	0
14:45	13	13	26	0	4	7	2	9	2
15:00	18	13	31	0	7	6	6	7	5
15:15	13	14	27	0	5	6	4	7	2
15:30	12	15	27	0	4	4	1	7	4
15:45	12	9	21	0	5	5	3	7	2
16:00	15	11	26	0	6	8	5	9	1
16:15	19	10	29	0	5	9	7	7	5
16:30	8	12	20	0	3	1	2	2	4
16:45	12	15	27	0	3	4	3	4	5
17:00	14	11	25	0	6	8	5	9	0
17:15	11	16	27	0	4	4	3	5	3
17:30	13	14	27	0	5	7	3	9	1
17:45	10	7	17	0	2	4	1	5	4
18:00	19	15	34	0	6	8	4	10	5
18:15	10	11	21	0	5	3	3	5	2
18:30	20	17	37	0	7	8	3	8	5
18:45	14	16	30	0	4	6	3	6	5
19:00	16	18	34	0	6	7	4	9	2
19:15	5	10	15	0	3	1	1	3	1
19:30	14	15	29	0	6	5	4	7	3
19:45	12	15	27	0	5	4	3	6	3
20:00	21	11	32	0	7	11	6	12	3
20:15	10	10	20	0	6	3	5	4	0
20:30	14	13	27	0	6	7	4	9	2
20:45	12	12	24	0	3	6	7	2	3
21:00	14	14	28	0	4	7	4	7	3
21:15	8	18	26	0	3	4	3	4	1
21:30	16	10	26	0	6	6	6	6	4
21:45	12	13	25	0	3	5	5	3	4
22:00	14	12	26	0	8	3	4	7	3
22:15	13	11	24	0	5	5	6	4	3
22:30	9	17	26	0	4	3	2	5	2
22:45	6	5	11	0	1	2	1	2	3
23:00	7	10	17	0	3	3	2	4	1
23:15	10	9	19	0	4	4	5	3	2
23:30	8	7	15	0	3	4	0	7	1
23:45	17	8	25	0	7	6	6	7	4
TOTAL	955	949	1904		362	381	264	475	212

Inbound Trips	Outbound Trip	TOTAL	Pass-by Trips	Pass-by Trip %	Internal Capture	Internal Capture %
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7:00-8:00 AM	32	25	57	18	56%	10	31%
7:15-8:15 AM	34	30	64	19	56%	10	29%
7:30-8:30 AM	46	32	78	22	48%	12	26%
7:45-8:45 AM	43	35	78	22	51%	12	28%
8:00-9:00 AM	46	37	83	23	50%	14	30%
4:00-5:00 PM	54	48	102	17	31%	17	31%
4:15-5:15 PM	53	48	101	17	32%	17	32%
4:30-5:30 PM	45	54	99	16	36%	13	29%
4:45-5:45 PM	50	56	106	18	36%	14	28%
5:00-6:00 PM	48	48	96	17	35%	12	25%

TOTAL INBOUND TRIPS	955
RESPONSE %	78%
TOTAL PASS-BY TRIPS	362
PASS-BY TRIP %	38%
TOTAL INTERNAL TRIP CAPTURE	264
INTERNAL TRIP CAPTURE %	28%





## Trip Generation / EV Charging Survey

LOCATION: Tesla EV Chargers, 1425 Santa Monica Blvd  
 CITY: Santa Monica

DATE: - \_\_\_\_\_  
 DAY: - \_\_\_\_\_

### SUMMARY OF RESULTS

**62 chargers**

DATE: 8/29/2023  
 DAY: Tuesday

TOTAL SURVEYED TRIPS	955
TOTAL PASS-BY TRIPS	362
PASS-BY TRIP %	38%
TOTAL INTERNAL TRIP CAPTURE	264
INTERNAL TRIP CAPTURE %	28%
TOTAL DAILY TRIPS	1904

	In	Out	Total		In	Out	Total
AM Pk Hr Trips	46	37	83	PM Pk Hr Trips	50	56	106
AM Pk Hr Trip Rates	0.74	0.60	1.34	PM Pk Hr Trip Rates	0.81	0.90	1.71
AM Pass-By Trips	23			PM Pass-By Trips	18		
AM Pass-By Trip %	50%			PM Pass-By Trip %	36%		
AM Int Trip Capt	14			PM Int Trip Capt	14		
AM Int Trip Capt %	30%			PM Int Trip Capt %	28%		
Daily Trip Rate	30.71						

DATE: 8/30/2023  
 DAY: Wednesday

TOTAL SURVEYED TRIPS	258	*** STATS THROUGH 9:30 AM ***
TOTAL PASS-BY TRIPS	105	*** STATS THROUGH 9:30 AM ***
PASS-BY TRIP %	41%	*** STATS THROUGH 9:30 AM ***
TOTAL INTERNAL TRIP CAPTURE	63	*** STATS THROUGH 9:30 AM ***
INTERNAL TRIP CAPTURE %	24%	*** STATS THROUGH 9:30 AM ***
TOTAL DAILY TRIPS	1920	

	In	Out	Total		In	Out	Total
AM Pk Hr Trips	44	41	85	PM Pk Hr Trips	48	58	106
AM Pk Hr Trip Rates	0.71	0.66	1.37	PM Pk Hr Trip Rates	0.77	0.94	1.71
AM Pass-By Trips	20			PM Pass-By Trips			
AM Pass-By Trip %	45%			PM Pass-By Trip %			
AM Int Trip Capt	8			PM Int Trip Capt			
AM Int Trip Capt %	18%			PM Int Trip Capt %			
Daily Trip Rate	30.97						

DATE: 8/31/2023  
 DAY: Thursday

TOTAL SURVEYED TRIPS		*** NO STATS ***
TOTAL PASS-BY TRIPS		*** NO STATS ***
PASS-BY TRIP %		*** NO STATS ***
TOTAL INTERNAL TRIP CAPTURE		*** NO STATS ***
INTERNAL TRIP CAPTURE %		*** NO STATS ***
TOTAL DAILY TRIPS	1841	

	In	Out	Total		In	Out	Total
AM Pk Hr Trips	55	49	104	PM Pk Hr Trips	41	46	87
AM Pk Hr Trip Rates	0.89	0.79	1.68	PM Pk Hr Trip Rates	0.66	0.74	1.40
AM Pass-By Trips				PM Pass-By Trips			
AM Pass-By Trip %				PM Pass-By Trip %			
AM Int Trip Capt				PM Int Trip Capt			
AM Int Trip Capt %				PM Int Trip Capt %			
Daily Trip Rate	29.69						

DATE: 3-Day  
 DAY: Total

TOTAL SURVEYED TRIPS	1213
TOTAL PASS-BY TRIPS	467
PASS-BY TRIP %	39%
TOTAL INTERNAL TRIP CAPTURE	327
INTERNAL TRIP CAPTURE %	26%
TOTAL DAILY TRIPS	5665

	In	Out	Total		In	Out	Total
AM Pk Hr Trips	145	127	272	PM Pk Hr Trips	139	160	299
AM Pk Hr Trip Rates	0.78	0.68	1.46	PM Pk Hr Trip Rates	0.75	0.86	1.61
AM Pass-By Trips	43			PM Pass-By Trips	18		
AM Pass-By Trip %	48%	(of 90)		PM Pass-By Trip %	36%	(of 50)	
AM Int Trip Capt	22			PM Int Trip Capt	14		
AM Int Trip Capt %	24%	(of 90)		PM Int Trip Capt %	28%	(of 50)	
Daily Trip Rate	30.46						













City: Newport Beach  
 Location: Mother's Market, 3049 E Coast Hwy  
 Date: 3- Day Total  
 Count Type: Driveway Volume Count

	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	5	1	6
6:15	3	2	5
6:30	0	0	0
6:45	2	0	2
7:00	4	2	6
7:15	6	5	11
7:30	8	3	11
7:45	13	4	17
8:00	15	15	30
8:15	31	33	64
8:30	23	24	47
8:45	28	28	56
9:00	25	22	47
9:15	23	20	43
9:30	35	33	68
9:45	34	40	74
10:00	30	29	59
10:15	31	37	68
10:30	40	28	68
10:45	33	31	64
11:00	35	30	65
11:15	41	45	86
11:30	42	36	78
11:45	45	44	89
12:00	38	38	76
12:15	43	34	77
12:30	40	52	92
12:45	36	33	69
13:00	36	34	70
13:15	55	55	110
13:30	43	35	78
13:45	40	42	82
14:00	36	37	73
14:15	38	36	74
14:30	42	42	84
14:45	39	47	86
15:00	38	39	77
15:15	41	33	74
15:30	34	43	77
15:45	45	44	89
16:00	48	46	94
16:15	43	37	80
16:30	36	36	72
16:45	42	43	85
17:00	53	55	108
17:15	51	53	104
17:30	46	45	91
17:45	44	52	96
18:00	41	42	83
18:15	44	36	80
18:30	33	37	70
18:45	33	39	72
19:00	32	41	73
19:15	41	31	72
19:30	34	34	68
19:45	38	37	75
20:00	27	27	54
20:15	18	24	42
20:30	17	20	37
20:45	16	21	37
21:00	1	9	10
21:15	5	10	15
21:30	1	3	4
21:45	0	1	1
22:00	0	2	2
22:15	0	0	0
22:30	0	0	0
22:45	0	2	2
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
<b>TOTAL</b>	<b>1940</b>	<b>1939</b>	<b>3879</b>

4.862 tsf		
Entering	Exiting	Total

7:00-8:00	31	14	45
7:15-8:15	42	27	69
7:30-8:30	67	55	122
7:45-8:45	82	76	158
8:00-9:00	97	100	197
<b>AM Pk Hr Rates</b>	<b>6.65</b>	<b>6.86</b>	<b>13.51</b>

4:00-5:00	169	162	331
4:15-5:15	174	171	345
4:30-5:30	182	187	369
4:45-5:45	192	196	388
5:00-6:00	194	205	399
<b>PM Pk Hr Rates</b>	<b>13.30</b>	<b>14.05</b>	<b>27.35</b>

**Daily Rate 265.94**



City: Newport Beach  
 Location: Mother's Market, 3049 E Coast Hwy  
 Date: Tuesday, August 29, 2023  
 Count Type: Driveway Volume Count

	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	3	0	3
6:15	1	2	3
6:30	0	0	0
6:45	0	0	0
7:00	1	0	1
7:15	3	2	5
7:30	3	1	4
7:45	5	1	6
8:00	10	8	18
8:15	13	15	28
8:30	5	9	14
8:45	11	13	24
9:00	9	7	16
9:15	9	7	16
9:30	11	11	22
9:45	12	12	24
10:00	12	10	22
10:15	13	17	30
10:30	16	11	27
10:45	7	9	16
11:00	13	9	22
11:15	12	13	25
11:30	15	14	29
11:45	16	14	30
12:00	12	13	25
12:15	17	10	27
12:30	12	19	31
12:45	13	10	23
13:00	10	6	16
13:15	20	17	37
13:30	10	11	21
13:45	12	10	22
14:00	10	14	24
14:15	22	15	37
14:30	15	18	33
14:45	11	16	27
15:00	9	8	17
15:15	18	11	29
15:30	11	14	25
15:45	13	15	28
16:00	17	16	33
16:15	14	14	28
16:30	13	15	28
16:45	11	17	28
17:00	18	16	34
17:15	15	18	33
17:30	16	11	27
17:45	13	18	31
18:00	10	13	23
18:15	11	9	20
18:30	15	13	28
18:45	9	14	23
19:00	8	13	21
19:15	15	8	23
19:30	6	12	18
19:45	17	14	31
20:00	9	10	19
20:15	5	6	11
20:30	6	8	14
20:45	2	3	5
21:00	0	1	1
21:15	0	2	2
21:30	0	2	2
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
<b>TOTAL</b>	<b>645</b>	<b>645</b>	<b>1290</b>

Entering	Exiting	Total
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7:00-8:00	12	4	16
7:15-8:15	21	12	33
7:30-8:30	31	25	56
7:45-8:45	33	33	66
8:00-9:00	39	45	84

4:00-5:00	55	62	117
4:15-5:15	56	62	118
4:30-5:30	57	66	123
4:45-5:45	60	62	122
5:00-6:00	62	63	125



City: Newport Beach  
 Location: Mother's Market, 3049 E Coast Hwy  
 Date: Wednesday, August 30, 2023  
 Count Type: Driveway Volume Count

	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	2	1	3
6:15	1	0	1
6:30	0	0	0
6:45	1	0	1
7:00	1	0	1
7:15	1	2	3
7:30	3	2	5
7:45	4	1	5
8:00	2	5	7
8:15	11	9	20
8:30	10	9	19
8:45	9	8	17
9:00	9	8	17
9:15	0	0	0
9:30	12	13	25
9:45	12	12	24
10:00	9	11	20
10:15	11	12	23
10:30	15	12	27
10:45	14	10	24
11:00	10	10	20
11:15	12	12	24
11:30	9	7	16
11:45	16	14	30
12:00	12	15	27
12:15	15	13	28
12:30	13	16	29
12:45	12	14	26
13:00	10	13	23
13:15	18	16	34
13:30	17	16	33
13:45	14	17	31
14:00	13	10	23
14:15	11	12	23
14:30	14	12	26
14:45	11	15	26
15:00	13	13	26
15:15	16	14	30
15:30	11	15	26
15:45	16	14	30
16:00	18	16	34
16:15	18	14	32
16:30	14	13	27
16:45	20	18	38
17:00	18	23	41
17:15	20	19	39
17:30	16	17	33
17:45	14	16	30
18:00	19	19	38
18:15	20	11	31
18:30	6	16	22
18:45	9	9	18
19:00	13	13	26
19:15	16	14	30
19:30	17	16	33
19:45	11	10	21
20:00	10	9	19
20:15	12	15	27
20:30	7	8	15
20:45	7	6	13
21:00	0	6	6
21:15	2	3	5
21:30	0	0	0
21:45	0	1	1
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
<b>TOTAL</b>	<b>677</b>	<b>675</b>	<b>1352</b>

Entering	Exiting	Total
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7:00-8:00	9	5	14
7:15-8:15	10	10	20
7:30-8:30	20	17	37
7:45-8:45	27	24	51
8:00-9:00	32	31	63

4:00-5:00	70	61	131
4:15-5:15	70	68	138
4:30-5:30	72	73	145
4:45-5:45	74	77	151
5:00-6:00	68	75	143



City: Newport Beach  
 Location: Mother's Market, 3049 E Coast Hwy  
 Date: Thursday, August 31, 2023  
 Count Type: Driveway Volume Count

	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	1	0	1
6:30	0	0	0
6:45	1	0	1
7:00	2	2	4
7:15	2	1	3
7:30	2	0	2
7:45	4	2	6
8:00	3	2	5
8:15	7	9	16
8:30	8	6	14
8:45	8	7	15
9:00	7	7	14
9:15	14	13	27
9:30	12	9	21
9:45	10	16	26
10:00	9	8	17
10:15	7	8	15
10:30	9	5	14
10:45	12	12	24
11:00	12	11	23
11:15	17	20	37
11:30	18	15	33
11:45	13	16	29
12:00	14	10	24
12:15	11	11	22
12:30	15	17	32
12:45	11	9	20
13:00	16	15	31
13:15	17	22	39
13:30	16	8	24
13:45	14	15	29
14:00	13	13	26
14:15	5	9	14
14:30	13	12	25
14:45	17	16	33
15:00	16	18	34
15:15	7	8	15
15:30	12	14	26
15:45	16	15	31
16:00	13	14	27
16:15	11	9	20
16:30	9	8	17
16:45	11	8	19
17:00	17	16	33
17:15	16	16	32
17:30	14	17	31
17:45	17	18	35
18:00	12	10	22
18:15	13	16	29
18:30	12	8	20
18:45	15	16	31
19:00	11	15	26
19:15	10	9	19
19:30	11	6	17
19:45	10	13	23
20:00	8	8	16
20:15	1	3	4
20:30	4	4	8
20:45	7	12	19
21:00	1	2	3
21:15	3	5	8
21:30	1	1	2
21:45	0	0	0
22:00	0	2	2
22:15	0	0	0
22:30	0	0	0
22:45	0	2	2
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
<b>TOTAL</b>	<b>618</b>	<b>619</b>	<b>1237</b>

Entering	Exiting	Total
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7:00-8:00	10	5	15
7:15-8:15	11	5	16
7:30-8:30	16	13	29
7:45-8:45	22	19	41
8:00-9:00	26	24	50

4:00-5:00	44	39	83
4:15-5:15	48	41	89
4:30-5:30	53	48	101
4:45-5:45	58	57	115
5:00-6:00	64	67	131





**Attachment B**  
**(SGVCOG) VMT Evaluation Tool Report**

## Project Details

Timestamp of Analysis: May 23, 2024, 02:17:07 PM

Project Name: Mercedes-Benz of West Covina Project

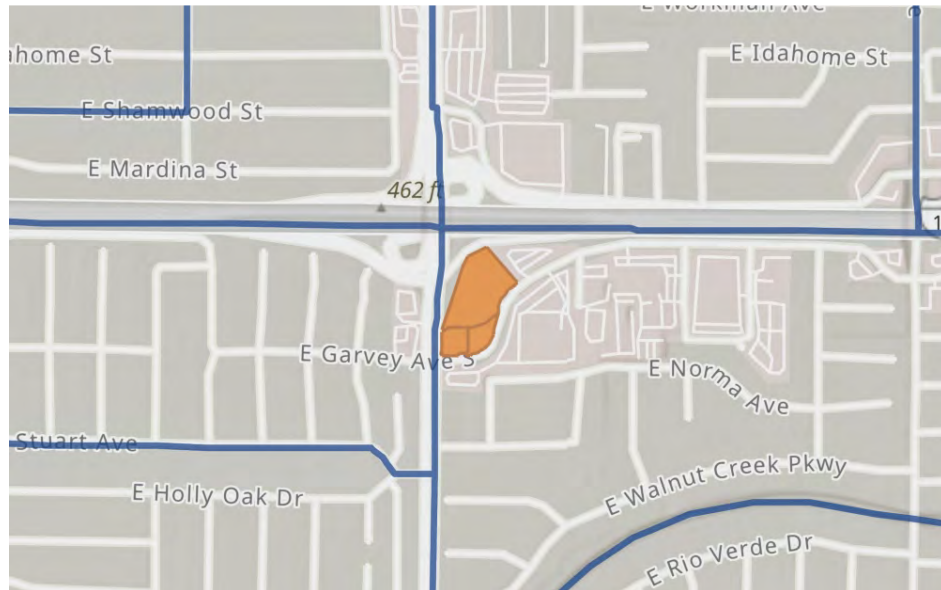
Project Description: The project proposes to raze the existing uses and construct a Mercedes-Benz new and used car dealership consisting of an 85,390 square-foot (SF) showroom/service building and 399 parking spaces.

## Project Location

jurisdiction:  
West Covina

apn	TAZ
8478-007-025	22343100
8478-007-031	22343100
8478-007-042	22343100

Inside a TPA?  
Yes (Pass)



## Analysis Details

Data Version: SCAG Regional Travel Demand Model  
2016 RTP Base Year 2012

Analysis Methodology: TAZ

Baseline Year: 2024

## Project Land Use

Residential:

Single Family DU:

Multifamily DU:

---

Total DUs: 0

Non-Residential:

Office KSF:

Local Serving Retail KSF:

Industrial KSF:

Residential Affordability (percent of all units):

Extremely Low Income: 0 %

Very Low Income: 0 %

Low Income: 0 %

Parking:

Motor Vehicle Parking:

Bicycle Parking:

## Commercial Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 1:	Commercial
VMT Without Project 1:	Total VMT per Service Population
VMT Baseline Description 1:	SGVCOG Average
VMT Baseline Value 1:	34.66
VMT Threshold Description 1:	-15%
Land Use 1 has been Pre-Screened by the Local Jurisdiction:	N/A

	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	37.2	null	null
Low VMT Screening Analysis	No (Fail)	null	null

