

# Washington State Freight Truck Origin and Destination Study: Island County



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by

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in cooperation with

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## **EWITS Research Report: Background and Purpose**

This is the twenty-first in a series of Research Reports prepared from the Eastern Washington Intermodal Transportation Study (EWITS). The reports prepared as a part of this study provide information to help shape the multimodal network necessary for the efficient movement of both freight and people into the next century.

EWITS is a six-year study funded jointly by the Federal government and the Washington State Department of Transportation as a part of the Intermodal Surface Transportation Efficiency Act of 1991. Dr. Ken Casavant of Washington State University is Director of the study. A state-level Steering Committee provides overall direction pertaining to the design and implementation of the project. The Steering Committee includes Jerry Lenzi, Chair and Regional Administrator (WSDOT, Eastern Region); Richard Larson, Regional Administrator (WSDOT, South Central Region); Don Senn, Regional Administrator (WSDOT, North Central Region); Charles Howard (WSDOT, Planning Manager), and Eric Berger, Executive Director, County Road Administration Board. Pat Patterson represents the Washington State Transportation Commission on the Steering Committee. An Advisory Committee with representation from a broad range of transportation interest groups also provides guidance to the study. The following are key goals and objectives for the Eastern Washington Intermodal Transportation Study:

- *Facilitate existing regional and state-wide transportation planning efforts.*
- *Forecast future freight and passenger transportation service needs for eastern Washington.*
- *Identify gaps in eastern Washington's current transportation infrastructure.*
- *Pinpoint transportation system improvement options critical to economic competitiveness and mobility within eastern Washington.*

For additional information about the Eastern Washington Intermodal Transportation Study or this report, please contact Ken Casavant at the following address:

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## **DISCLAIMER**

The contents of this report reflect the views of the author, who is responsible for the facts and accuracy the data presented herein. The contents do not necessarily reflect the official views or policies of the Washington State Department of Transportation or the Federal Highway Administration. This report does not constitute a standard, specification or regulation.

## **EWITS PREVIOUS REPORTS NOW AVAILABLE**

1. Gillis, William R. and Kenneth L. Casavant. "Linking Transportation System Improvements to New Business Development in Eastern Washington." EWITS Research Report Number 1. February 1994.
2. Gillis, William R. and Kenneth L. Casavant. "Lessons from Eastern Washington: State Route Mainstreets, Bypass Routes and Economic Development in Small Towns." EWITS Research Report Number 2. February 1994.
3. Gillis, William-R. and Kenneth L. Casavant. "Washington State Freight Truck Origin and Destination Study: Methods, Procedures, and Data Dictionary." EWITS Research Report Number 3. December 1994.
4. Gillis, William R. and Kenneth L. Casavant. "Major Generators of Traffic on U.S. 395 North of Spokane: Including Freight Trucks and Passenger Vehicles Crossing the International Border." EWITS Research Report Number 4. January 1995.
5. Newkirk, Jonathan, Ken Eriksen, and Kenneth L. Casavant. "Transportation Characteristics of Wheat and Barley Shipments on Haul Roads To and From Elevators in Eastern Washington." EWITS Research Report Number 5. March 1995.
6. Jessup, Eric and Kenneth L. Casavant. "A Quantitative Estimate of Eastern Washington Annual Haul Road Needs for Wheat and Barley Movement." EWITS Research Report Number 6. March 1995.
7. Gillis, William R., Emily Gruss Gillis, and Kenneth L. Casavant. "Transportation Needs of Eastern Washington Fruit, Vegetable and Hay Industries." EWITS Research Report Number 7. March 1995.
8. Casavant, Kenneth L. and William R. Gillis. "Importance of U.S. 395 Corridor For Local and Regional Commerce in South Central Washington." EWITS Research Report Number 8. April 1995.
9. Gillis, William R., Eric L. Jessup, and Kenneth L. Casavant. "Movement of Freight on Washington's Highways: A Statewide Origin and Destination Study." EWITS Report Number 9, November 1995.
10. Chase, Robert A. and Kenneth L. Casavant. "Eastern Washington Transport-Oriented Input Output Study: Technical Report." EWITS Research Report Number 10. March 1996.

11. Chase, Robert A. Kenneth L. Casavant. "The Economic Contribution of Transport Industries to Eastern Washington." EWITS Report Number 11. April 1996.
12. Lee, Nancy S. and Kenneth L. Casavant. "Waterborne Commerce on the Columbia-Snake." EWITS Report Number 12. October 1996.
13. Alderson, Lynn C., Kenneth L. Casavant and Eric Jessup. "Transportation Characteristics and Needs of Forest Products Industries Using Eastern Washington Highways: Part I Economic Structure of the Industry." EWITS Research Report Number 13. January 1997.
14. Eriksen, Ken and Kenneth L. Casavant. "Impact of North American Free Trade Agreement (NAFTA) on Washington Highways - Part 1: Commodity and Corridor Projections." EWITS Research Report Number 14. January 1997.
15. Alderson, Lynn C. and Kenneth L. Casavant. "Transportation Characteristics and Needs of Forest Products Industries Using Eastern Washington Highways: Part 2 Movement of Raw Logs." EWITS Research Report Number 15. May 1997.
16. Alderson, Lynn C. and Kenneth L. Casavant. "Transportation Characteristics and Needs of Forest Products Industries Using Eastern Washington Highways: Part 3 Shipment from Mills." EWITS Research Report Number 16. May 1997.
17. Alderson, Lynn C. and Kenneth L. Casavant. "Transportation Characteristics and Needs of Forest Products Industries Using Eastern Washington Highways: Part 4 Commercial Shipments." EWITS Research Report Number 17. February 1997.
18. Jessup, Eric L., John Ellis, and Kenneth L. Casavant. "A GIS Commodity Flow Model for Transportation Policy Analysis: A Case Study of the Impacts of a Snake River Drawdown." EWITS Research Report Number 18. May 1997.
19. Lee, Nancy S. and Kenneth L. Casavant. "A Commodity and Origin-Destination Analysis of Rail Traffic in Washington--1990-1995. EWITS Research Report Number 19. May 1997.
20. Edwards, Richard, Eric L. Jessup, and Kenneth L. Casavant. "Eastern Washington On-Farm and Commercial Grain Storage." EWITS Research Report Number 20. January 1998.

### **EWITS Previous Working Paper Series Now Available**

1. Lee, Nancy and Ken Casavant. "Grain Receipts at Columbia River Grain Terminals." EWITS Working Paper #1, March 1996.
2. Lenzi, Jerry, Eric Jessup, and Ken Casavant. "Prospective Estimates for Road Impacts in Eastern Washington from a Drawdown of the Lower Snake River." EWITS Working Paper #2, March 1996.
3. Ellis, John, Eric Jessup, and Ken Casavant. "Modeling Changes in Grain Transportation Flows in Response to Proposed Snake River Drawdowns: A Case Study for Eastern Washington." EWITS Working Paper #3, March, 1996.
4. Painter, Kate and Ken Casavant. "A Comparison of Canadian Versus All Truck Movements In Washington State With A Special Emphasis On Grain Truck Movements." EWITS Working Paper #4, March 1996.
5. Jessup, Eric L., John Ellis and Kenneth L. Casavant. "Estimating the Value of Rail Car Accessibility for Grain Shipments: A GIS Approach." EWITS Working Paper #5. April 1996.
6. Painter, Kathleen M. and Kenneth L. Casavant. "Truck Movement Characteristics on Selected Truck Routes in Washington State." EWITS Working Paper #6. August 1996.
7. Lee, Nancy S. and Kenneth L. Casavant. "Grain Receipts at Columbia River Grain Terminals, 1980-81 to 1995-96." EWITS Working Paper #7. January 1997.
8. Jessup, Eric L. and Ken Casavant. "Economic Evaluation of Grain Shipment Alternatives: A Case Study of the Coulee City and Palouse River Railroad." EWITS Working Paper #8, March 1997.

## Table of Contents

<b>Introduction</b> .....	1
<b>Method of Analysis</b> .....	2
<b>Presentation of Results</b> .....	3
<b>Island County Results</b> .....	4

## List of Figures

Figure 1	Washington State Highways .....	6
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## List of Tables

Table 1A	Survey Sites and Traffic Direction.....	1
Table 1	Daily Truck Traffic by Road for Each Season, Island County .....	7
Table 2	Daily Truck Traffic by City of Cargo Origin for Each Season, Island County .....	9
Table 3	Daily Truck Traffic by City of Cargo Destination for Each Season, Island County .....	10
Table 4	Truck Traffic for Trips Originating or Ending in Island County by Season.....	11
Table 5	Annual Truck Trips by Commodity for Truck Traffic Originating or Ending in Island County .....	12
Table 6	Weight Category by Commodity for Truck Loads Originating or Ending in Island County .....	12
Table 7	Weight Category by Road for Truck Loads Originating or Ending in Island County .....	13
Table 8	Truck Configuration by Type of Commodity Hauled, Island County (%)..	13
Table 9	Truckers' Home Base for Truck Trips Originating or Ending in Island County .....	13

## Introduction

A large statewide survey of truck traffic origination, destination, and freight characteristics provided the data for in-depth county level reports of freight truck movement in Washington State. Considerable detail on road usage, truck weight, truck configuration, commodity type, and seasonal traffic variation is available in this survey. We were able to examine a rich set of characteristics for trucks whose freight was either destined for or originating from a particular county. It is important to note the survey does not capture truck movement that did not pass through one of 20 survey sites located on major routes throughout the state (see Table 1A for survey sites). For this reason, considerable intra- and intercounty traffic will not be included for some counties depending on their proximity to a survey site. Again, these truck characteristics reflect only the truck movements as reported at the statewide survey locations.

**Table 1A--Survey Sites and Traffic Direction**

Weigh Station	Site Number	Direction of Traffic	Road Designation
Brady West, WA	1	West	SR12
Brady East, WA	2	East	SR12
Cle Elum East, WA	3	East	I90
Cle Elum West, WA	4	West	I90
Deer Park South, WA	6	South	SR395
Douglas POE (BC Border	7	North	I5
Everett North, WA	8	North	I5
Everett South, WA	9	South	I5
Goldendale, WA	10	North/South	SR97
Kelso South, WA	11	South	I5
Othello, WA	12	All Four	SR17
Pasco, WA	13	South	SR395
Peshastin West, WA	15	West	SR2
Plymouth POE, WA	16	North	SR395
East Port Angeles Westbound, WA	17	West	SR101
Sea Tac South, WA	19	South	I5
Sea Tac North, WA	20	North	I5
East Spokane POE, WA	21	West	I90
Tokio East, WA	22	East	I90
Tokio West, WA	23	West	I90
Umatilla POE, WA	24	South	SR395
Vancouver North, WA	25	North	I5
Wallula POE, WA	26	All Four	SR12, SR395, & SR 370
Osoyoos, BC (BC Border	28	North	SR97
Oroville, WA (US Border	29	South	SR97

Information for this report was provided by an extensive study of freight truck movements on major Washington State highways conducted under the Eastern Washington Intermodal Transportation Study (EWITS). This study was the first in the United States to collect statewide freight truck origination and destination data through direct interviews of truck drivers at weigh stations. Over 300 persons conducted these personal interviews of a total of 30,000 truck drivers, providing an extensive database on freight and goods movements in Washington State.

## **Method of Analysis**

Truck traffic characteristics at the county level were analyzed for trucks whose trips either originated or ended in a particular county. Given the survey data, there was no feasible method for analyzing truck traffic that was simply passing through the county. Detailed truck traffic characteristics for each of Washington's 39 counties by season included number of trucks with freight destined for that county per day, their payload weight and commodity type; road usage, including number of trucks per day, freight weight and commodity type; and number of trucks per day, freight weight and commodity type by city of cargo origin and destination. Truck traffic was analyzed on an annual basis for the following characteristics: county road usage, average and total truck tonnage, and number of trucks by commodity; distribution of freight weight by commodity and by road; type of commodity hauled by truck configuration; and truck carriers' home base for truck trips originating or ending in that county. Truck traffic data is likely to be more accurate in terms of relative differences by road, season, etc., than actual magnitude for any one characteristic due to the nature of the survey approach.



## Presentation of Results

Detailed truck traffic characteristics are presented for Washington's 39 counties in a set of nine tables for each county. Table 1 presents information by road for truck traffic either originating or ending in that county for each season. Characteristics include total number of trucks, number of trucks with freight, average payload, and total tonnage. In addition, the percentage of loads by commodity on each road is calculated.

Tables 2 and 3 present seasonal truck traffic characteristics by city of cargo origin and city of cargo destination, respectively. For each city, the daily number of trucks, trucks with freight, their average payload weight, and total truck traffic weight are presented. Again, there is a breakdown by commodity type for each city.

Table 4 summarizes truck traffic characteristics for trucks whose trips end in that county by season. Total daily truck traffic, number of trucks with freight, average payload weight, and the total tonnage per day as well as the percentage of truckloads by commodity are presented.

Table 5 analyzes truck traffic originating or ending in that county by commodity. The number of trucks per day as well as the average and total payload by commodity is presented. In addition, truck traffic usage by road is detailed for each commodity.

Table 6 shows distribution of payload weight by commodity for truck traffic originating or ending in that county. Five weight categories in five-ton increments are used. Table 7 presents distribution of payload weight by road for truck traffic originating or ending in that county. Weight characteristics by commodity and by road are easily identified from these two tables.

Table 8 shows truck configuration by commodity for truck traffic originating or ending in that county. The percentage of trucks with freight by configuration is presented for each commodity. Table 9 presents truckers' home base by city and the number of Washington-based carriers for truck traffic originating or ending in the county.

Overall, this county-by-county disaggregation of truck movements shows the powerful impact of particular commodity movements on certain roads and during certain seasons. Farm commodities are hauled from the field to the processor or market on a seasonal basis. Lumber harvest has considerable seasonal variation as well. Construction or closures on major roads used for these purposes will need to be planned accordingly. As different industries grow or shrink, they create specific demands on the transportation infrastructure that may need to be accommodated in future transportation planning.

These results represent a summary of truck traffic origin and destination information at the county level. This information should be useful for state and county planning with respect to traffic sources, either origin or destination, and the characteristics of this traffic. It should also be valuable for planning road maintenance and construction at the county and regional level.

## Island County Results

The main truck routes in Island County are State Routes 20 (SR20) and 525 (SR525) (Table 1). Truck traffic on SR20 ranges from 129 trucks per day in spring to 66 per day in fall and summer. For SR525, traffic ranged from an average of 62 trucks per day in winter to 10 per day in spring. Truck traffic on SR532 for surveyed trucks showed an average of 15 trucks per day in winter, 12 in summer, and none in the other seasons, which may well reflect a lack of survey data rather than actual truck traffic on this route. Common freight types include on these routes include food, general freight, agricultural products, recycled materials, and transportation equipment. The highest average payload weight of 25 tons occurs on SR525 in winter. In general, average payload weights are fairly light for this county relative to counties in the rest of the state.

The majority of truck traffic originating from Island County comes from the town of Oak Harbor, ranging from an average of 39 trucks per day in fall to 12 per day in summer (Table 2). A number of surveyed truckers gave the name of the island rather than the city from which the cargo originated. The number of trucks leaving from Whidbey Island range from an average of 20 trucks per day in winter to 12 per day in the other seasons of the year. All of the surveyed trucks were empty. Trucks leaving from Camano Island numbered from an average of 13 per day in summer to none recorded in the survey for winter. These trucks tend to be back hauling as well; agricultural products constitute the major freight category for loaded trucks. The town of Coupeville averages 13 trucks per day in summer and 12 per day in fall, with no trucks recorded for the spring and fall surveys. The cargo on all trucks is recycled material, which probably reflects the small number of trucks in the survey emanating from this destination rather than actual cargo categories for this town. Cargo from Oak Harbor includes food, furniture, metal products, and recycled materials. The town of Coupeville has the highest average payload weight of 31 tons, for its cargo of recycled materials.

The majority of trucks destined for Island County are headed to Oak Harbor, from a high of 56 trucks per day in winter to a low of 28 trucks per day in summer (Table 3). Freight is quite varied, including lumber or wood products, food, furniture, agricultural products, machinery, transportation equipment, and general freight. The highest average payload weight is 25 tons for petroleum products (asphalt shingles) destined for Coupeville in spring.

Total truck traffic heading for or leaving from Island County ranges from 110 trucks per day in spring to 65 trucks per day in fall (Table 4). The most common freight categories include food products, metal products, general freight, lumber or wood products, agricultural products, and petroleum products, with some seasonal variation. Average payload weights are highest in summer at 17 tons.

Table 5 shows road usage by type of freight for the major commodities hauled into or out of Island County over the entire year. SR20 is used by 96% of all trucks hauling food products, all of the trucks hauling petroleum products, and 71% or less of trucks hauling all other commodities. SR525 is used by 83% of trucks carrying food products,

but 28% or less of trucks hauling other types of freight. Petroleum products account for 16% by weight of the total truck freight for the county, with an average payload weight of 23.5 tons. While food and general freight together account for 22% of the trucks with cargo heading into or out of Island County, they haul just 13% of the total tonnage trucked into or out of the county due to relatively low average payload weights. All other freight has an average payload weight of 19 tons.

Weight category by commodity for trucks hauling freight into or out of Island County is presented in Table 6. For trucks carrying food products, 60% have loads weighing less than 5 tons while 20% have loads weighing over 30 tons. For trucks carrying petroleum products, 81% have payload weights in the 25- to 30-ton range. For trucks carrying all other commodities, 17% have payload weights in the over 30-ton range, while 23% are in the less than 5 tons.

Table 7 shows weight category by roadway for truckloads originating or ending in Island County. For the 212 trucks with loads using SR20, the trucks are fairly evenly distributed across the weight categories. Just 10% have payloads of over 30 tons. For the 63 loaded trucks in the survey using SR525, 35% have payload weights of less than 5 tons; another 35% have loads in the 10- to 15-ton category.

The most common truck configuration for trucks carrying loads into or out of Island County is the tractor-trailer configuration, accounting for 46% of the trucks with loads (Table 8). Another 16% are straight trucks while 17% are tractors plus two trailers. Of the major freight categories, 40% of all trucks carrying food products are straight trucks. For the trucks carrying petroleum products, 31% are tractor/trailers and 69% are tractors plus two trailers. Trucks with fabricated metal products are carried by tractor/trailers (45%) and tractors plus two trailers (55%).

Over the four-day survey period (one day in each season), a total of 485 trucks, loaded and empty, were either heading for or leaving Island County (Table 9). Of these trucks, 69% were Washington-based carriers. Seattle is home base for 11% of the surveyed carriers, while another 10% are based out of Tacoma.



**Table 1--Daily Truck Traffic by Road for Each Season, Island County**

Season/ Road	Total Trucks Per Day (No.)	Loaded Trucks Per Day (No.)	Average Payload (Tons)	Total Tonnage <sup>1</sup>	Commodity	
					Category	Percent
<b>Fall:</b> SR20	66	38	16	453	Trans. Equipment	39
					Recycled materials	33
					General freight	13
SR525	23	23	8	173	Food	52
					Metal products	48
<b>Winter:</b> SR20	77	51	18	914	Agriculture	14
					Food	28
					Textiles	14
					Lumber, wood	14
					Furniture	14
					Petroleum	14
					SR525	62
SR532	15	15	1	19	General freight	44
					Livestock	50
<b>Spring:</b> SR20	129	90	14	1,264	Furniture	50
					Agriculture	12
					Furniture	12
					Chemicals	5
					Petroleum	22
					Machinery	13
					General freight	25
					Recycled materials	11
SR525	10	0	0	0	Empty	100

**Table 1--Daily Truck Traffic by Road for Each Season, Island County (cont.)**

Season/ Road	Total Trucks Per Day (No.)	Loaded Trucks Per Day (No.)	Average Payload (Tons)	Total Tonnage <sup>1</sup>	Commodity	
					Category	Percent
Summer: SR20	66	28	16	460	Trans. equipment	39
					General freight	17
					Recycled materials	44
SR525	23	23	8	171	Food	53
					Metal products	47
SR532	12	12	21	252	Agriculture	100

<sup>1</sup>Total tonnage may differ from the number of trucks per day multiplied by the average payload due to rounding of values for average number of loaded trucks per day and average payload.

**Table 2--Daily Truck Traffic by City of Cargo Origin for Each Season, Island County**

Season/ Town	Total Trucks Per Day (No.)	Loaded Trucks Per Day (No.)	Average Payload (Tons)	Total Tonnage <sup>1</sup>	Commodity	
					Category	Percent
<b>Fall:</b>						
Coupeville	12	12	31	372	Recycled materials	100
Oak Harbor	39	30	5	166	Food	28
					Furniture	28
					Metal products	43
Whidbey Isl.	12	0	0	0	Empty	100
Camano Isl.	12	0	0	0	Empty	100
<b>Winter:</b>						
Oak Harbor	17	0	0	0	Empty	100
Langley	9	0	0	0	Empty	100
Whidbey Isl.	19	0	0	0	Empty	100
<b>Spring:</b>						
Whidbey Isl.	20	0	0	0	Empty	100
Camano Isl.	10	0	0	0	Empty	16
Oak Harbor	35	25	14	354	Furniture	42
					Chemicals	19
					Recycled materials	39
<b>Summer:</b>						
Camano Island	13	13	21	263	Agriculture	100
Coupeville	13	13	31	388	Recycled materials	100
Whidbey Is.	12	0	0	0	Empty	100
Oak Harbor	12	0	0	0	Empty	100

<sup>1</sup>Total tonnage may differ from the number of trucks per day multiplied by the average payload due to rounding of values for average number of loaded trucks per day and average payload.

**Table 3--Daily Truck Traffic by City of Cargo Destination for Each Season, Island County**

Season/ Town	Total Trucks Per Day (No.)	Loaded Trucks Per Day (No.)	Average Payload (Tons)	Total Tonnage <sup>1</sup>	Commodity	
					Category	Percent
<b>Fall:</b>						
Whidbey Isl.	12	12	3	36	Food	100
Oak Harbor	53	42	14	581	Lumber, wood	27
					Petroleum	24
					Electrical	24
<b>Winter:</b>						
Camano Isl.	15	15	1.2	19	Livestock	50
					Furniture	50
Oak Harbor	56	56	16	921	Agriculture	13
					Food	26
					Textiles	13
					Lumber, wood	13
					Furniture	22
					General freight	13
<b>Spring:</b>						
Coupeville	20	20	25	50	Petroleum	100
Whidbey Isl.	11	11	5	55	General freight	100
Oak Harbor	39	39	15	594	Agriculture	29
					Chemicals	12
					Machinery	29
					General freight	29
<b>Summer:</b>						
Whidbey Isl.	12	12	3	36	Food	100
Oak Harbor	28	16	9	140	Trans. equipment	70
					General freight	30

<sup>1</sup>Total tonnage may differ from the number of trucks per day multiplied by the average payload due to rounding of values for average number of loaded trucks per day and average payload.



**Table 4--Truck Traffic for Trips Originating or Ending in Island County by Season**

Season	Total Trucks Per Day (No.)	Loaded Trucks Per Day (No.)	Average Payload (Tons)	Total Tonnage <sup>1</sup> (Tons)	Commodity	
					Category	Percent
<b>Fall:</b>	105	73	10	1,008	Food	26
					Lumber, wood	16
					Petroleum	14
					Metal products	18
					Electrical	14
<b>Winter:</b>	152	100	15	1,477	Agriculture	7
					Food	15
					Lumber, wood	18
					General freight	11
					Agriculture	9
<b>Spring:</b>	149	110	15	1,765	Food	8
					Furniture	9
					Chemicals	8
					Petroleum	16
					Metal products	10
					General freight	19
					Agriculture	19
					Food	16
					Metal products	16
Trans. equipment	17					
<b>Summer:</b>	102	65	17	1,130	Recycled materials	19

<sup>1</sup>Total tonnage may differ from the number of trucks per day multiplied by the average payload due to rounding of values for average number of loaded trucks per day and average payload.

**Table 5--Annual Truck Trips by Commodity for Truck Traffic Originating or Ending in Island County**

Commodity	Truck Trips	Total Weight		Avg. Payload (Tons)	County Roads Used	
	Per Year (%)	Tons	% of Total		Road	% of Trips
General freight	12	306	6	8	SR20	71
					SR525	28
Food	10	402	7	12	SR20	96
					SR525	83
Petroleum	11	870	16	24	SR20	100
Other	61	3,920	71	19	SR20	64
					SR525	19

**Table 6--Weight Category by Commodity for Truck Loads Originating or Ending in Island County**

Weight Category (tons)	Commodity															
	Agriculture		Food		Lumber, Wood		Furniture		Petroleum		Metal Products		General Freight		Other	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
<5	7	23	21	60	0	0	7	18	0	0	0	0	0	0	18	23
5 - <10	0	0	0	0	0	0	24	63	0	0	13	54	28	72	0	0
10 - <15	11	37	7	20	0	0	0	0	0	0	11	46	11	28	16	21
15 - <20	0	0	0	0	12	60	0	0	0	0	0	0	0	0	10	13
20 - <25	12	40	0	0	0	0	7	18	7	19	0	0	0	0	21	27
25 - <30	0	0	0	0	7	35	0	0	30	81	0	0	0	0	0	0
>30	0	0	7	20	1	5	0	0	81	0	0	0	0	0	13	17
<b>Total</b>	<b>30</b>	<b>100</b>	<b>35</b>	<b>100</b>	<b>20</b>	<b>100</b>	<b>38</b>	<b>100</b>	<b>118</b>	<b>100</b>	<b>24</b>	<b>100</b>	<b>39</b>	<b>100</b>	<b>78</b>	<b>100</b>

**Table 7--Weight Category by Road for Truck Loads Originating or Ending in Island County**

Weight Category (tons)	Road			
	SR20		SR525	
	Number	Percent	Number	Percent
<5	26	13	22	35
5 - <10	54	13	0	0
10 - <15	22	11	22	35
15 - <20	21	11	11	18
20 - <25	31	16	0	0
25 - <30	37	19	0	0
>=30	20	10	7	11
<b>Total</b>	<b>212</b>	<b>100</b>	<b>63</b>	<b>100</b>

**Table 8--Truck Configuration by Type of Commodity Hauled, Island County (%)**

Commodity	Truck Configuration				No. of Loads
	1	2	4	5	
Agricultural products	38	0	62	0	19
Livestock	100	0	0	0	7
Food	40	29	32	0	28
Textiles	0	0	100	0	7
Lumber, wood products	0	0	47	53	14
Furniture	34	0	41	24	21
Chemicals	0	0	100	0	5
Petroleum products	0	0	31	69	28
Metal, metal products	0	0	100	0	7
Fabricated metal products	0	0	45	55	24
Machinery	0	0	100	0	12
Electrical equipment	66	0	34	0	16
Transportation equipment	0	0	100	0	11
General freight	0	0	100	0	10
Recycled materials	0	0	100	0	11
<b>Total</b>	<b>16%</b>	<b>3%</b>	<b>46%</b>	<b>17%</b>	<b>269</b>

Legend: 1 = straight truck, 2 = truck and trailer,  
4 = tractor and trailer, 5 = tractor and two trailers

**Table 9--Truckers' Home Base for Truck Trips Originating or Ending in Island County**

Location	Number	Percent
<b>By Town:</b>		
Tacoma	48	10
Seattle	51	11
Renton	40	8
Oak Harbor	30	6
Other	316	65
Total	485	100
<b>Wash. State carriers:</b>	169	69