

## **Appendix L1b Irwindale Gateway SP Project Alternatives – Trip Generation and VMT Comparison**

## Appendices

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## TECHNICAL MEMORANDUM

<b>To:</b>	JoAnn Hadfield Placeworks	<b>From:</b>	Sean Daly Iteris, Inc.
<b>Date:</b>	April 24, 2024		
<b>RE:</b>	Irwindale Gateway Specific Plan Project Alternatives – Trip Generation and Vehicle Miles Traveled Comparison		

This Memorandum contains two tables comparing the transportation aspects of the Irwindale Gateway Specific Plan Alternatives. Table 7-2 shows the forecasted total daily and morning and afternoon peak hour vehicle trip generation of each alternative and Table 704 shows the forecasted daily vehicle miles traveled by scenario in terms of passenger vehicle miles traveled and truck vehicle miles traveled.

**Table 7-2 Trip Generation Comparison**

	Daily	Morning Peak Hour	Evening Peak Hour
Proposed Project			
Option 1	2,633	282	296
Option 2	1,914	176	184
No Project/No Development	0	0	0
Existing General Plan	17,293	2,971	2,838
Reduced Intensity Alternative			
Option 1	609	97	90
Option 2	571	90	84
Truck Trailer Parking	1,953	171	180

Source: Institute of Transportation Engineers Trip Generation Manual, 11th Edition

**Table 7-4 VMT Comparison**

	VMT/Employee	Truck VMT per Trip	VMT Total	Passenger Vehicle VMT	Truck VMT	Difference %
Proposed Project						
Option 1	18.4	40	59,874	38,714	21,160	N/A
Option 2	18.4	40	43,274	28,354	14,920	72%
No Project/No Development	20.8	40		-	-	
Existing General Plan	20.8	40	380,334	337,334	43,000	635%
Reduced Intensity Alternative					-	
Option 1	18.4	40	11,918	10,598	1,320	20%
Option 2	18.4	40	11,154	9,954	1,200	19%
Truck Trailer Parking	18.4	40	57,622	17,462	40,160	96%

\*Auto and Truck VMT estimated as 20 miles per trip generated from the Project site for the purposes of this comparison

\*\*Mitigation VMT assumed for all Project Alternatives



