TECHNICAL MEMORANDUM

Task 3.1 Existing Conditions Analysis and Policy/Literature Review

Prepared for County of Los Angeles Department of Regional Planning
by IBI Group
With Evan Brooks Associates and HereLA
July 21, 2021

Table of Contents

Table of Contents (continued)

Table of Figures

Table of Contents (continued)

Executive Summary

This document will support the County of Los Angeles Department of Regional Planning (DRP) in developing the Mobility Element of the East San Gabriel Valley (ESGV) Area Plan. This document reviews the existing conditions within the East San Gabriel Valley Planning Area, which consists of 21 unincorporated communities and 13 cities.

Topics discussed include a thorough review of community demographics, as they relate to population density, employment density, socioeconomics, minority, low-income, and senior populations, educational attainment, vehicle ownership, and disadvantaged communities identified by the State of California and by Los Angeles County. As discussed in Section 2, population density was highest in the western portion of the study area along major corridors including the I-10 and SR-39. This area encompasses the unincorporated communities of West Puente Valley, Valinda, East Irwindale, and Covina Islands, and the Cities of Baldwin Park and La Puente. This densely populated area also reflects the communities with the highest concentration of minority populations. In these communities, the percentage of non-white individuals is between 75 to 97 percent. Similarly, these areas represent areas with the highest concentration of low-income households. This document provides a discussion on existing transportation conditions in the East San Gabriel Valley and the factors that influence access to and use of various mobility options, as well as the importance of providing improved transportation infrastructure near these communities.

In addition, this document discusses existing mobility conditions as they relate to mode share, transit connections and ridership, active transportation, and potential opportunities for improvement. Moreover, the analysis of existing and planned land use will help the project team to better understand mobility patterns as they relate to key activity centers and mobility attractors. As discussed in Section 2, a significant portion of the study area has limited access to a vehicle, thus creating a barrier to accessing key opportunity centers. This indicates that sustainable transportation alternatives should be prioritized in these communities to increase accessibility to key travel demand locations and education and employment centers.

Mobility conditions as they relate to mode share are further discussed in Section 3. An analysis of mode share indicated that the majority of trips are taken via single occupancy vehicle (SOV), with trips made via transit accounting for 3 percent of total trips and trips made by foot accounting for only 2 percent of total trips. This indicates that access to transit or to safe and efficient pedestrian infrastructure may be limited within the ESGV. Therefore, there is opportunity to increase the number and frequency of transit connections and to improve active transportation infrastructure.

Lastly, this document includes a policy and literature review which provides a high-level overview of existing plans and documents from Los Angeles County and eight of the cities within the ESGV Planning Area. To provide further context to the Planning Area, a policy and literature review was also provided for surrounding counties. Similarly, a review of initiatives and plans is provided for cities and counties pursuing similar mobility initiatives, including the San Francisco Bay Area, King County, City of Flagstaff, and the City of Arlington. Understanding the regional implications for improvements made to the transportation network in the ESGV is crucial to the success of this effort. This document creates a framework for future analysis and the future development of the mobility element of the ESGV Area Plan.

1 Introduction

1.1 Study Purpose and Background

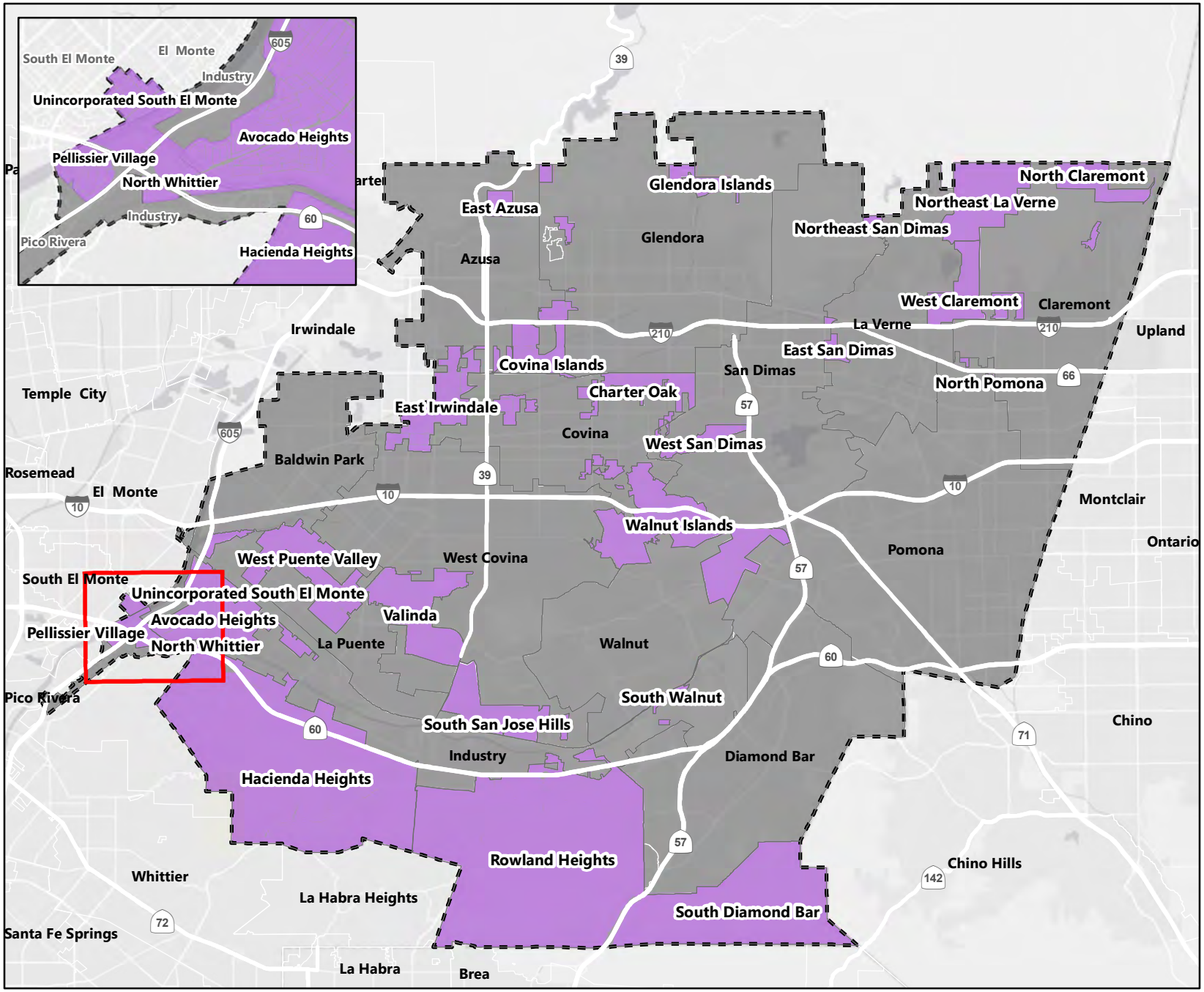
The East San Gabriel Valley Planning Area is one of 11 Planning Areas delineated by the Los Angeles County 2035 General Plan. As the County of Los Angeles Department of Regional Planning (DRP) begins to prepare the East San Gabriel Valley Area Plan, this study will support the development of its mobility element. The East San Gabriel Valley Mobility Action Plan (ESGV MAP) is envisioned to develop innovative, creative, and implementable mobility solutions and strategies to support the 21 unincorporated communities surrounded by the 13 cities that make up the East San Gabriel Valley. The Mobility Action Plan will respond to the mobility challenges and opportunities of the study area, focusing on the critical role that transportation plays in the health, happiness, and well-being of nearly one million residents.

The East San Gabriel Valley is a vibrant and dynamic collection of communities and neighborhoods that have their own unique history, image, and values. This region has been historically underserved in terms of mobility choices when compared to other subregions in Los Angeles County. This creates an environment where residents of the unincorporated communities typically have fewer mobility options when compared to Los Angeles County as a whole.

Limitations in access to mobility impacts the quality of life of residents in unincorporated communities. Limited mobility options can impact residents' ability to travel to work, school, and shopping, reducing choices and opportunities related to each of these aspects of life. Improvements to mobility and access to key daily destinations can have a profound impact on quality of life, economic opportunity, and individual prosperity. To understand the challenges and opportunities for mobility in the East San Gabriel Valley, this technical report will explore the area's existing conditions, demographics, local plans, and policies related to mobility.

1.2 Study Area

The study area spans 210 square miles and is located east of I-605 Freeway, south of the Angeles National Forest and the San Gabriel Mountains, west of the Los Angeles County Line, and north of the Puente Hills. The major east-west highways running through the study area are I-210 in the north, I-10 in the center, and SR-60 to the south. Figure 1-1 presents the study area boundary, highlighting the locations of the unincorporated communities and cities within the East San Gabriel Valley.



East San Gabriel Valley Mobility Action Plan

Figure 1-1: Study Area

0 2 4 Miles

N

2 Community Profile

The following section summarizes data that describes the demographic make-up of the study area in the East San Gabriel Valley. Analysis of these indicators helps to identify who is traveling in the region and the characteristics of the community living there. Among the factors considered are population density, employment, disadvantaged community status, and the location of key destinations to which residents are likely to travel.

2.1 Population and Employment

Population Density

According to the Southern California Association of Government's 2020 Connect SoCal (RTP/SCS) growth forecast, the study area has a population of about 1,057,000 residents. Understanding population distribution throughout the study area is important in determining the potential locations of where people may begin trips, as well as the distribution of travel.

Figure 2-1 provides a snapshot of the population density in Los Angeles County in comparison to the East San Gabriel Valley. Overall, the most densely populated areas in Los Angeles County are located in the central and southern areas of the county. The East San Gabriel Valley Planning Area, in comparison, has moderately dense populated areas, likely due to its more suburban development pattern. For a closer look at the East San Gabriel Valley, Figure 2-2 presents the population density for the ESGV planning area by traffic analysis zone (TAZ). The map demonstrates the following:

1) Population is concentrated in the western portion of the study area near I-10 and SR-39. This includes the unincorporated communities of La Puente, West Puente Valley, Valinda, East Irwindale, and Covina Islands, as well as the cities of Baldwin Park and La Puente.
2) Population is also concentrated in the eastern portion of the study area in and around the City of Pomona.

Employment Density

Another indicator that provides insight into where people may be traveling is employment density. Employment density in Los Angeles County is highly concentrated in several different areas throughout the county (Figure 2-3). These areas include the central and western areas in the county, the South Bay area, and pockets of communities in the southern part of the county and San Gabriel Valley overall. For a closer look at the East San Gabriel Valley, Figure 2-4 indicates that:

1) Employment is concentrated along SR-60, particularly in the cities of La Puente and Industry.
2) Other areas of high employment include the communities in the cities of Covina, West Covina, La Verne, Claremont, and Pomona.

Conclusions

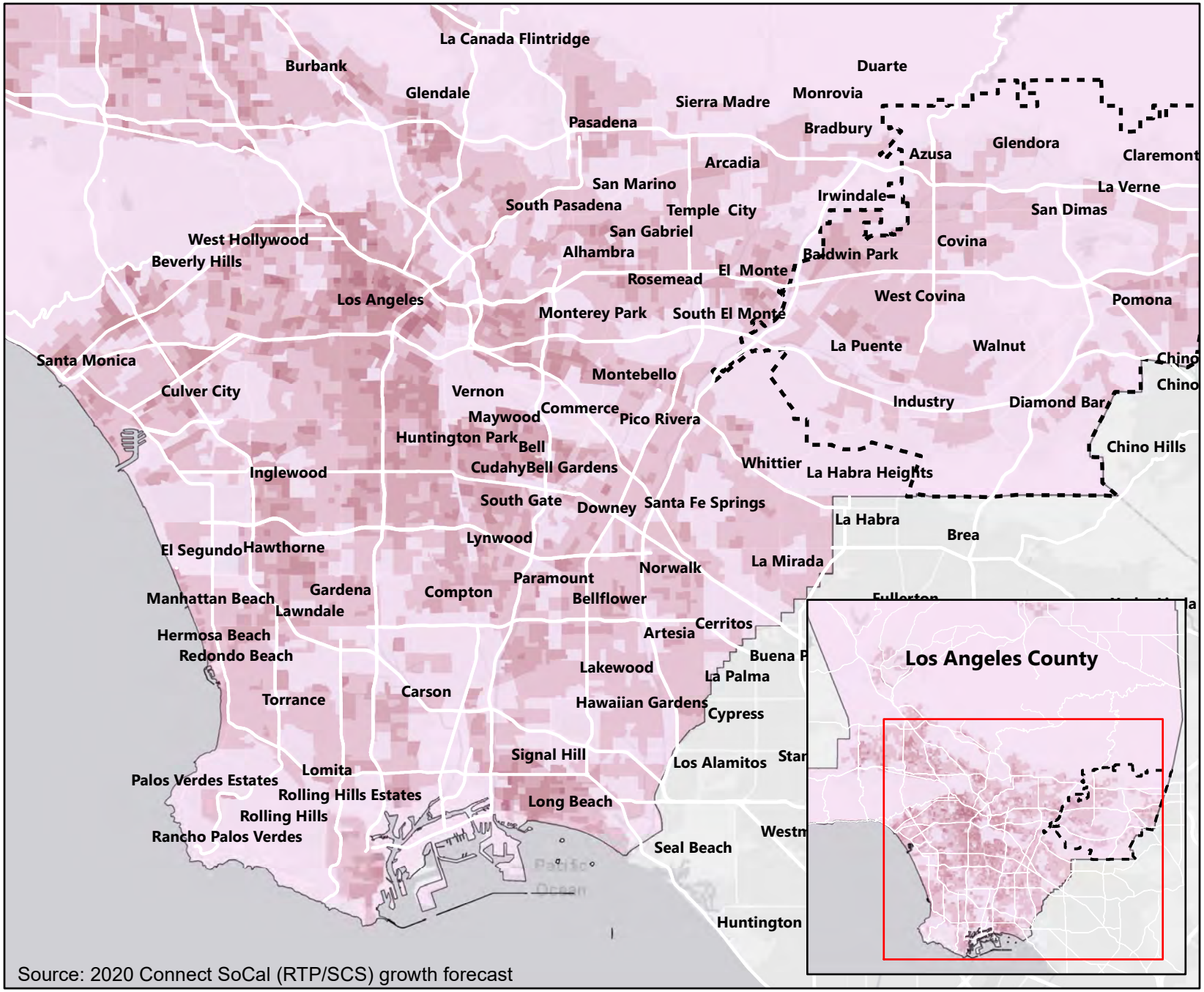
In the East San Gabriel Valley, population density is most concentrated in the western area of the region, where there are several unincorporated communities, as well as in the City of Pomona. Of the top 10 cities/unincorporated communities with the highest population densities in ESGV, 7 of them are unincorporated communities: South San Jose Hills, West Puente Valley, Covina Islands, Valinda, North Pomona, East Irwindale, and Charter Oak. Additionally, of the areas with the lowest population densities, 4 out of the 5 also happen to be unincorporated communities: South Walnut, South Diamond Bar, Northeast San Dimas, and Glendora Islands. This illustrates that several

unincorporated communities have high population densities as compared to the incorporated cities in the East San Gabriel Valley. Additionally, others have very low population densities, primarily due to non-residential land uses in those communities.

In Los Angeles County, employment density does not always correlate with population density. Areas of high employment density tend to be much more concentrated in certain areas. There is a much higher employment density adjacent to major highways such SR-60 and I-10, generally concentrated in the cities of Industry, La Puente, South Walnut, Covina, West Covina, La Verne, and Pomona. Meanwhile, larger gaps in between I-10 and SR-60 consist of more residential, single family homes. This may indicate that residents commute from cities like Walnut, Hacienda Heights, Rowland Heights, Diamond Bar, West San Dimas, and West Covina to work somewhere further than they live.

Compared to the rest of California, 37% of residents work in a city or place where they live. In the East San Gabriel Valley, only 15% of residents work in a city or place where they live. Additionally, the area's average commute time is 33 minutes while California's average is only 29.8 minutes. If residents from unincorporated communities have to travel outside of their community, either within or outside of the East San Gabriel Valley for work, a closer look at commute travel patterns and potential areas of congestion can provide insight as to where additional mobility improvements are needed.

These improvements will also be influenced by the area's topography, which can present limitations, particularly in the more hilly areas south of the unincorporated communities of Hacienda Heights and Rowland Heights, south of Diamond Bar, north of Glendora, and east of State Route 39. Due to the hills in these areas, the roads are often winding and are not ideal for use as major commute corridors.



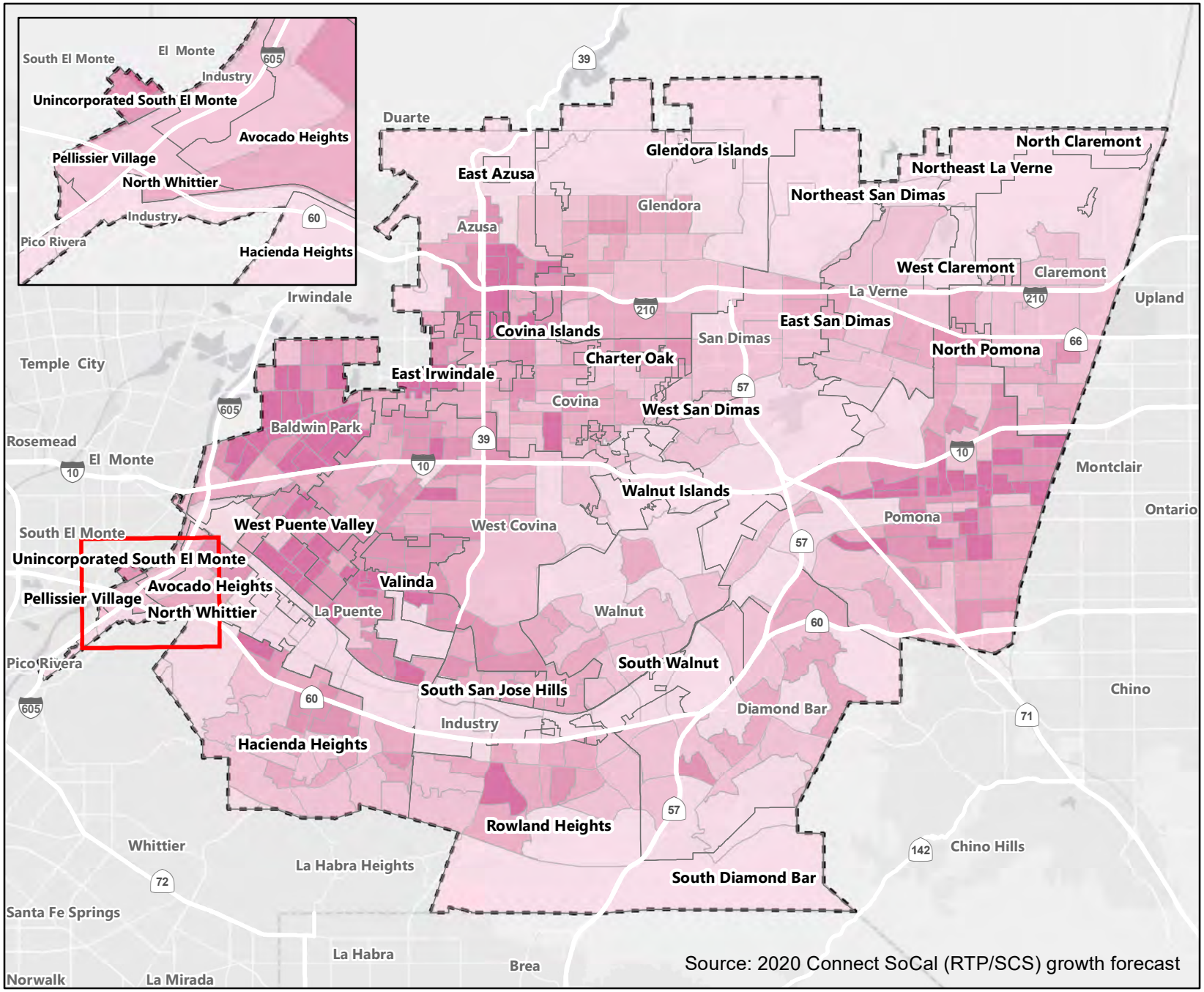
Source: 2020 Connect SoCal (RTP/SCS) growth forecast

East San Gabriel Valley Mobility Action Plan

Figure 2-1: Los Angeles County Population Density 2020

0 20 40 Miles

N

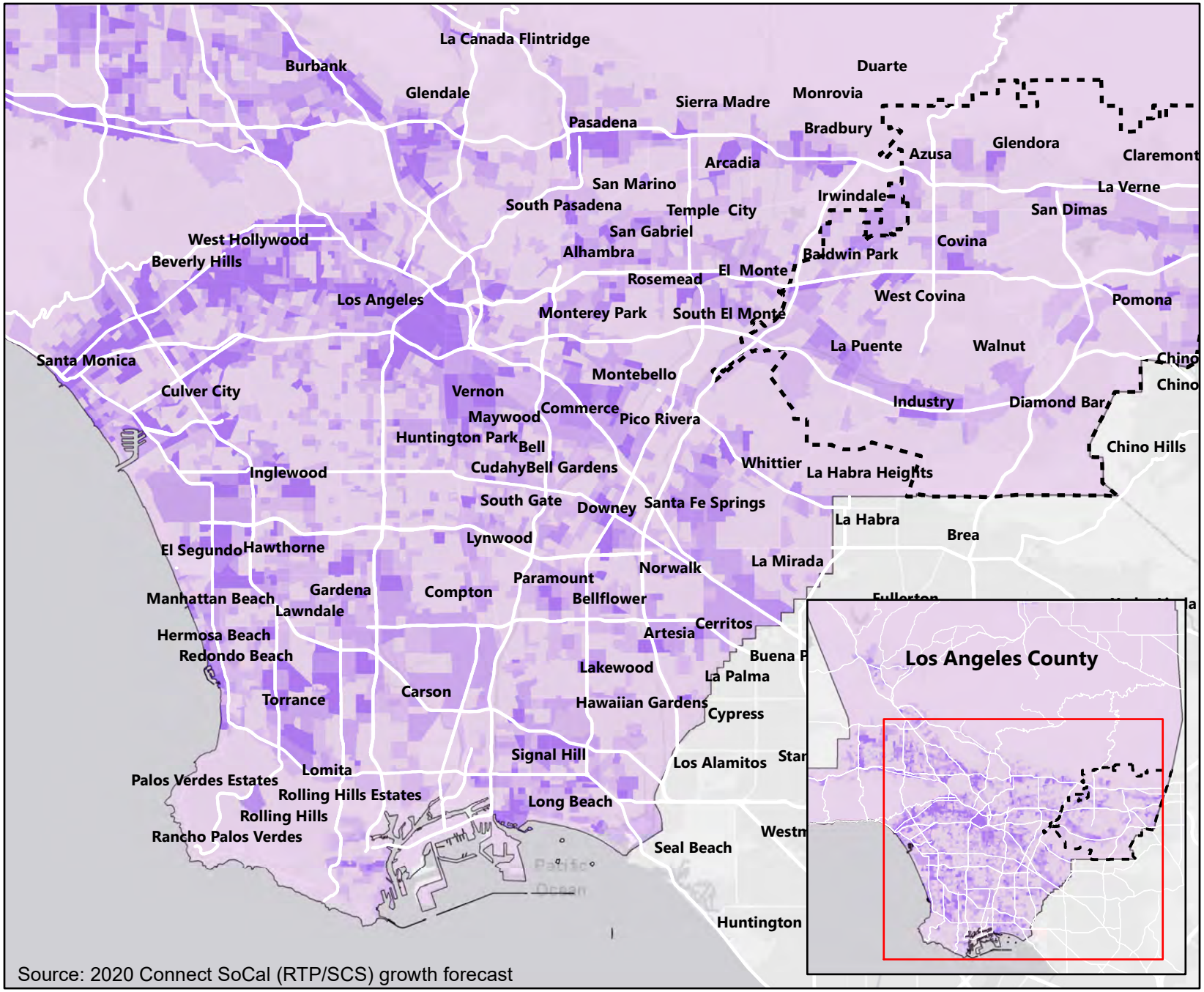


East San Gabriel Valley Mobility Action Plan

Figure 2-2: ESGV Population Density 2020

0 2 4 Miles

N



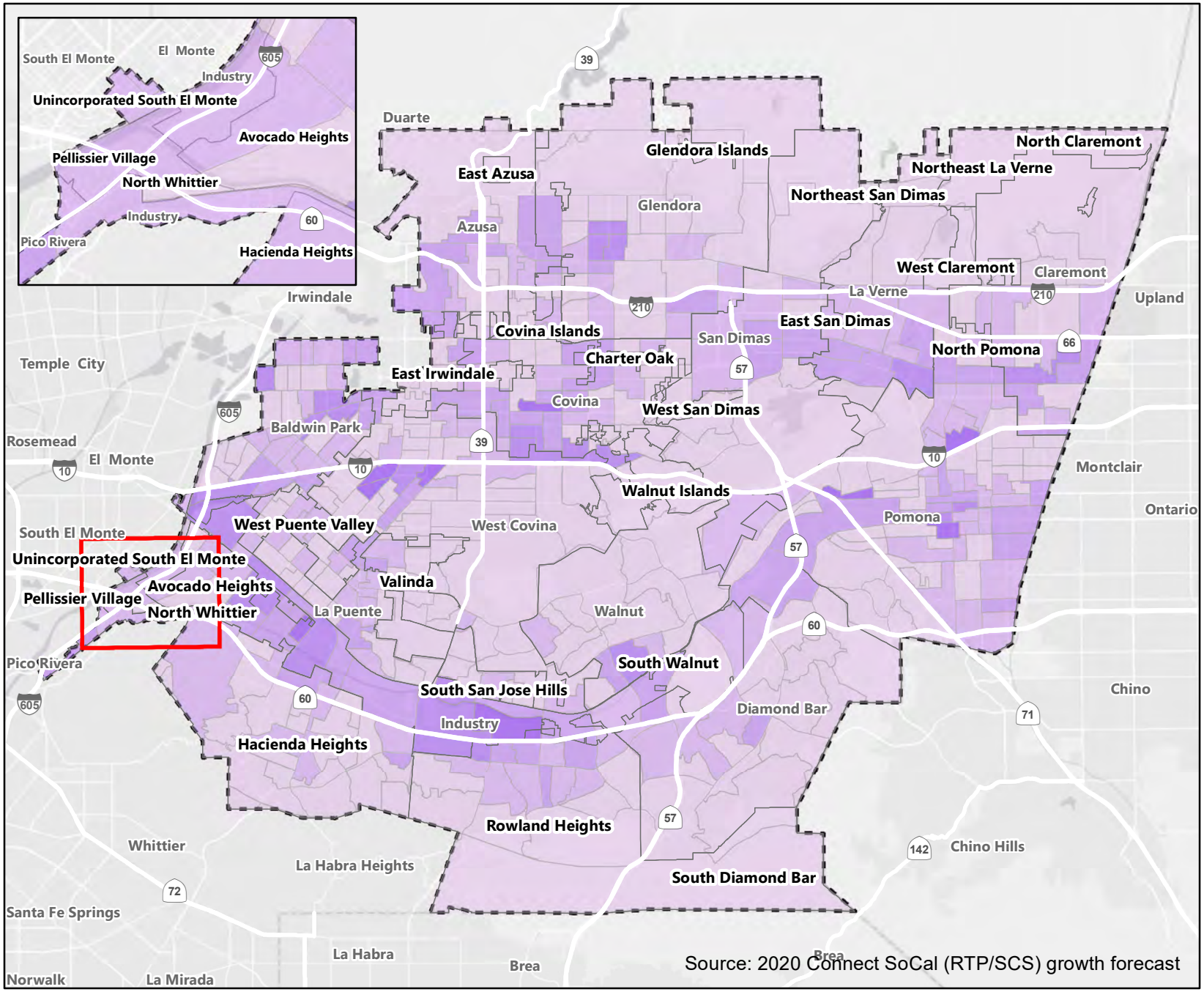
Source: 2020 Connect SoCal (RTP/SCS) growth forecast

East San Gabriel Valley Mobility Action Plan

Figure 2-3: Los Angeles County Employment Density 2020

0 20 40 Miles

N



East San Gabriel Valley Mobility Action Plan

Figure 2-4: ESGV Employment Density 2020

0 2 4 Miles

N

2.2 Socioeconomic Data

To provide further context regarding the population in the region, the 2020 Connect SoCal growth forecast, as well as the American Community Survey (ACS), includes other demographic and socioeconomic indicators about the residents in the region. These indicators can provide insight regarding not only who lives in the study area, but also their mobility needs and propensity to use certain modes of travel.

Senior Population

Figure 2-5 presents the percentage of senior residents throughout the East San Gabriel Valley. Often, senior residents have limited ability to travel by driving and may need alternative modes of travel. Some TAZs in the study area have a percentage of senior residents as high as 60 percent of the total population, specifically in areas in between Pomona and Walnut, beside the SR-57, and east of La Verne along Foothill Boulevard. Typically where there is a higher concentration of senior population, employment density tends to be sparse. Outreach for the Mobility Action Plan should place focus on this senior resident demographic in its messaging. Infrastructure in the area is generally not supportive for older adults, and meeting the mobility needs of this demographic group would have cascade effects for other groups as well.

Minority Population

Generally, the residents of the East San Gabriel Valley are racially diverse, and include residents who have lived in Los Angeles County for multiple generations and some who are recent immigrants. According to the Census Bureau, in 2018, 34% of residents made up the foreign-born population in the area, which is much higher than the national average of 13.8%. Asian and Asian-Americans make up more than half of the area's population, followed by White and Latin/Hispanic residents as the second and third most common race or ethnicity. The percent of non-white population reaches over 50 percent in many areas, particularly in the central, and southern, and western areas of the study area that includes the City of Industry, Diamond Bar, Walnut, La Puente, and Azusa (Figure 2-6). Areas with the highest concentrations (around 75 percent or higher up to 97 percent) of non-white population include the communities in and around the unincorporated communities of Rowland Heights and Hacienda Heights, and the cities of Walnut, West Covina, Baldwin Park, and Diamond Bar.

Low-Income Households

In regards to household income, Figure 2-7 presents the percentage of low-income households in the study area, defined by SCAG as households with an annual income of less than $35,000. According to the 2019 ACS, 10.8% of residents fall below the poverty line, in comparison to Los Angeles County's 14.9% and California's 13.4%. However, areas with particularly high percentages (over 50 percent) of low-income households include the communities around the unincorporated communities of Walnut Islands and Rowland Heights, as well as the cities of Pomona, Baldwin Park, La Puente, and Azusa. Low-income households are more likely to use transit or other alternative forms of transportation, and will need a safe and reliable network for mobility.

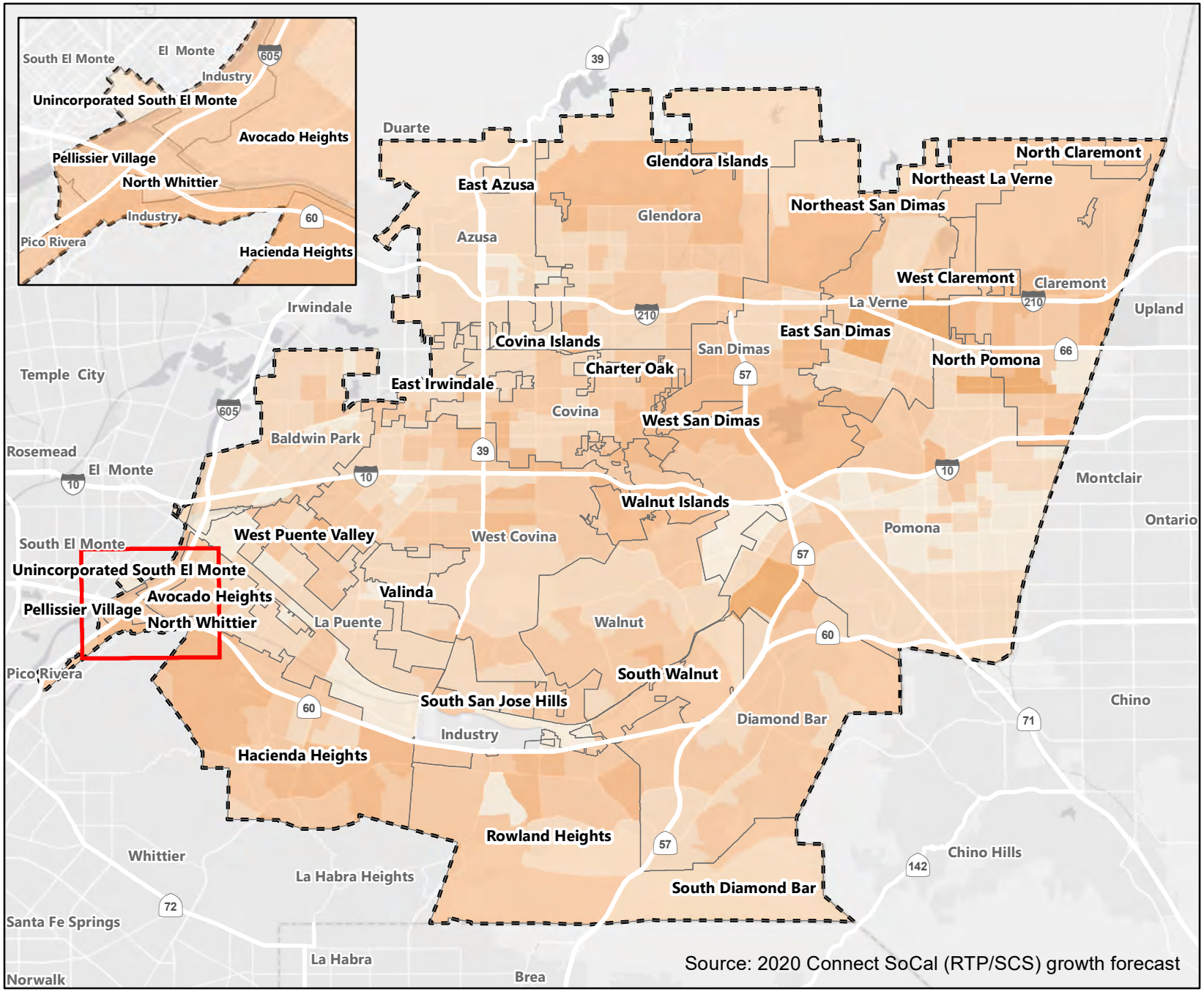
Educational Attainment

Often correlating with household income is the indicator of educational attainment. Those with higher levels of educational attainment tend to earn more than people with less education and are likely to live in communities that are less polluted and have access to the resources necessary for good health, such as health facilities, healthy grocery stores, green space, and high-quality schools. This makes them less likely to have health issues and more likely to live longer. Figure

2-8 presents the percent of the population with a Bachelor's degree. Broadly, the areas with the highest percentages include the communities in and around the cities of Glendora, La Verne, Claremont, Walnut, and Diamond Bar, as well as the unincorporated communities of Rowland Heights and Hacienda Heights.

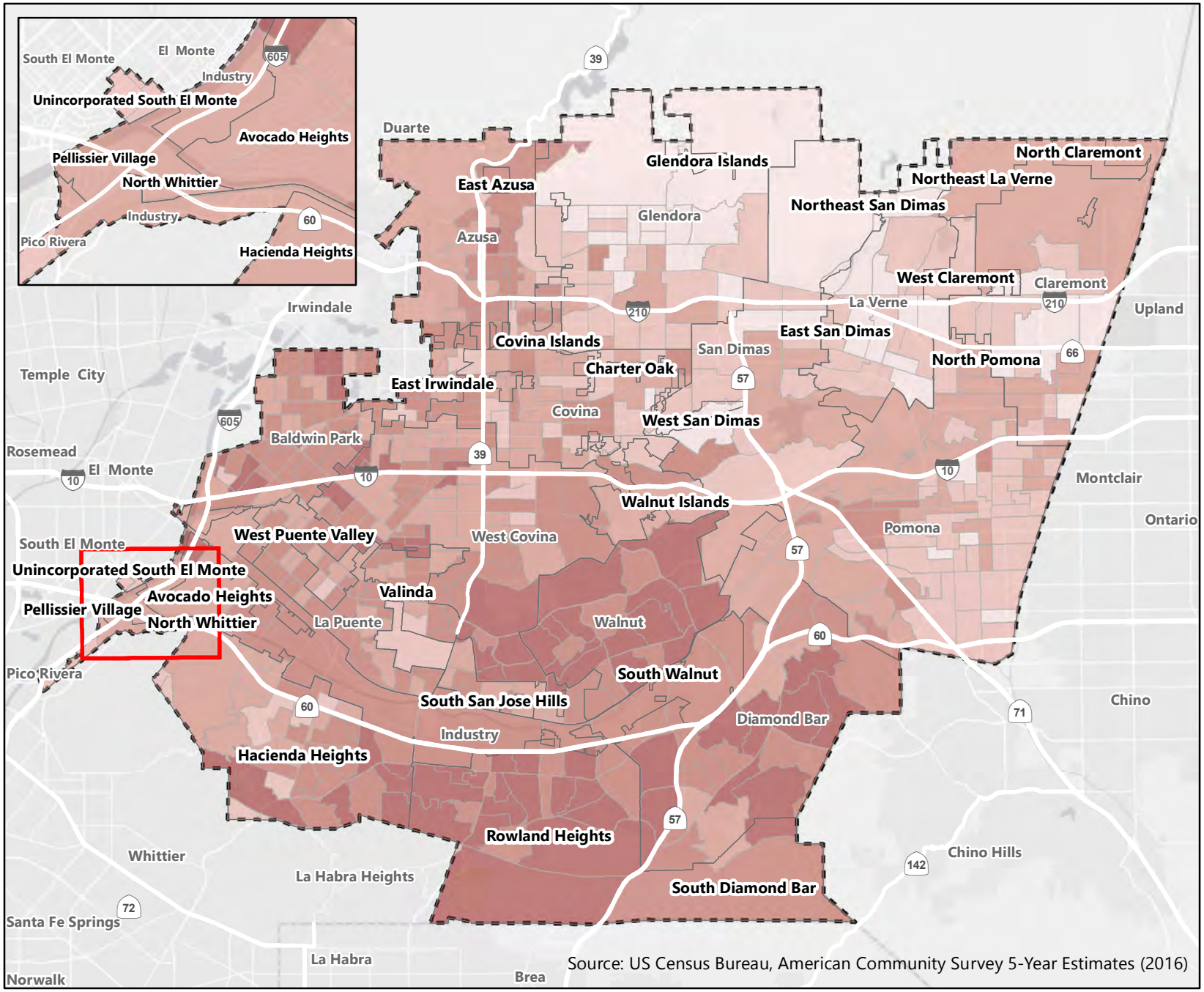
Vehicle Ownership

Vehicle ownership is another indicator that can help identify whether certain households may need alternative modes of travel to get to work, school, or to other key destinations. Figure 2-9 presents the percentage of households without a vehicle. According to the ACS, as many as about 40 percent of all households do not own a vehicle in some areas in the East San Gabriel Valley, and therefore may rely on transit or active modes of transportation. These households are dispersed throughout the region, showcasing reliance on different travel modes throughout the region. Access to a personal vehicle in an auto-dependent area such as the East San Gabriel Valley, influences a person's ease of access to job opportunities, healthy grocery stores, or other quality amenities for a healthy lifestyle. Improving access to these destinations through various modes of travel is important to improve residents' quality of life.



East San Gabriel Valley Mobility Action Plan

Figure 2-5: Existing Senior Population 2020

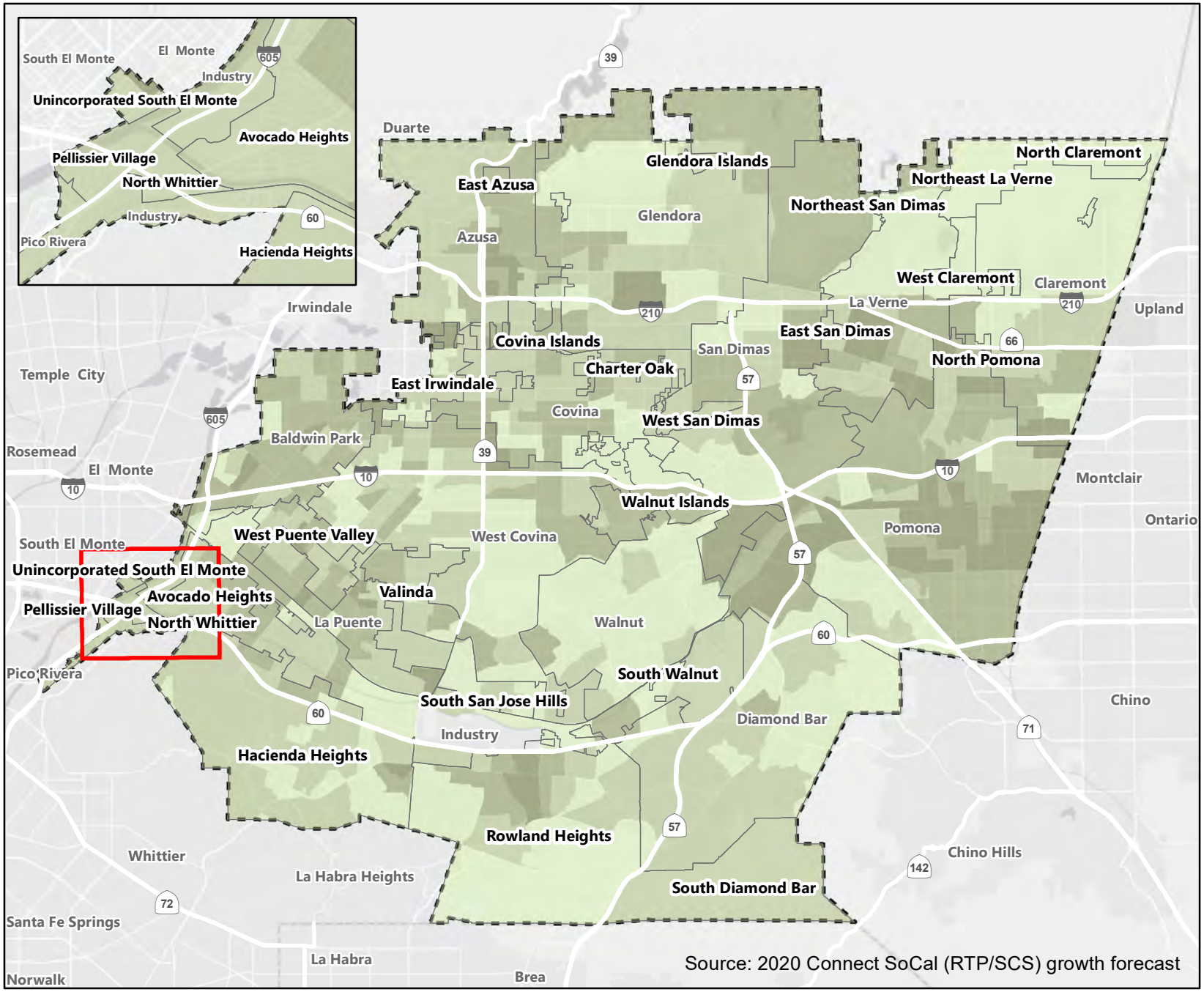


East San Gabriel Valley Mobility Action Plan

Figure 2-6: Minority Population

0 2 4 Miles

N



Legend

% Low Income Households

- 0% - 16%
- 17% - 28%
- 29% - 43%
- 44% - 100%
- ESGV Planning Area

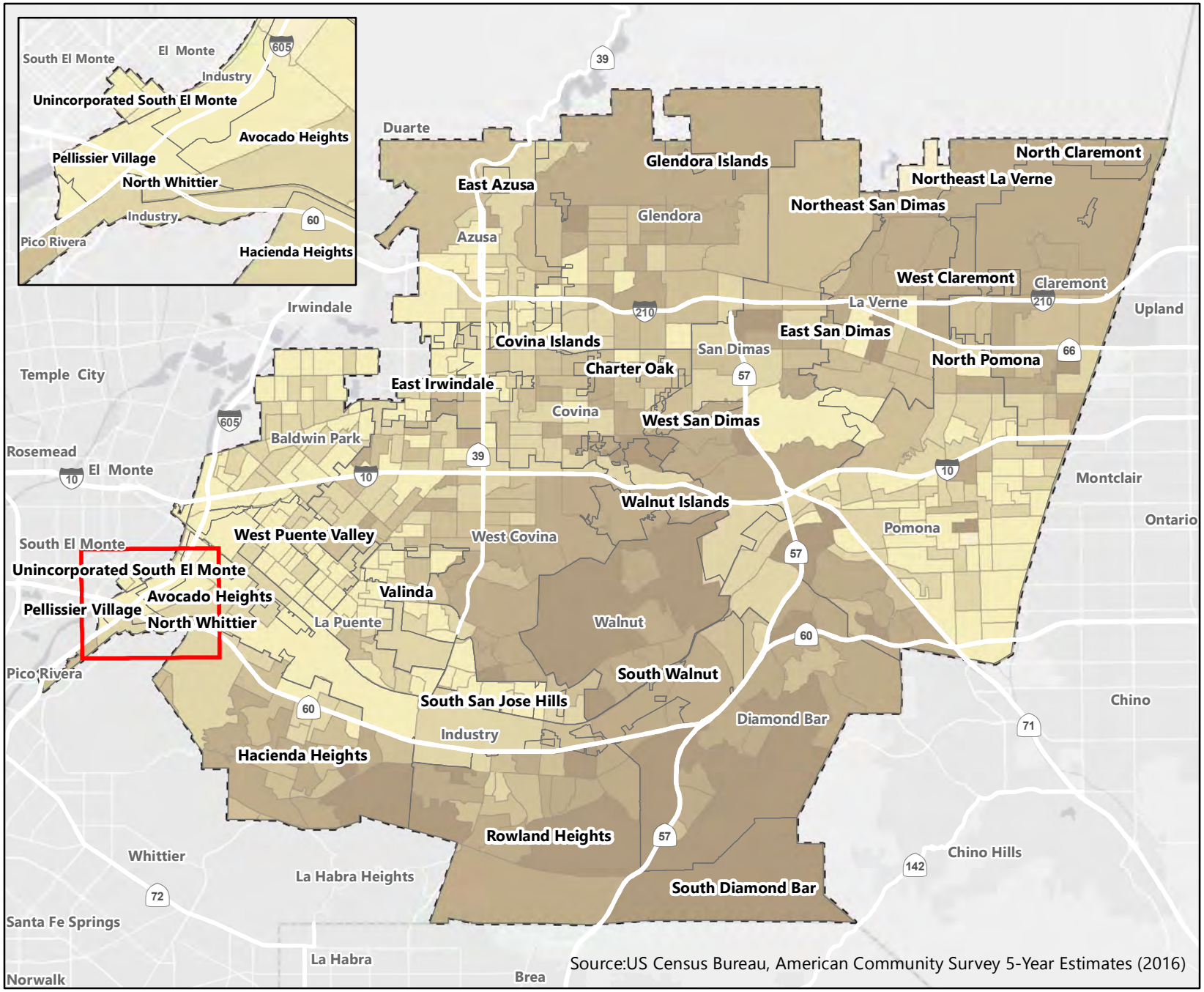
Note:
Low income households have been identified by SCAG as households with less than $35,000 in annual income.

East San Gabriel Valley Mobility Action Plan

Figure 2-7: Low Income Households

0 2 4 Miles

N

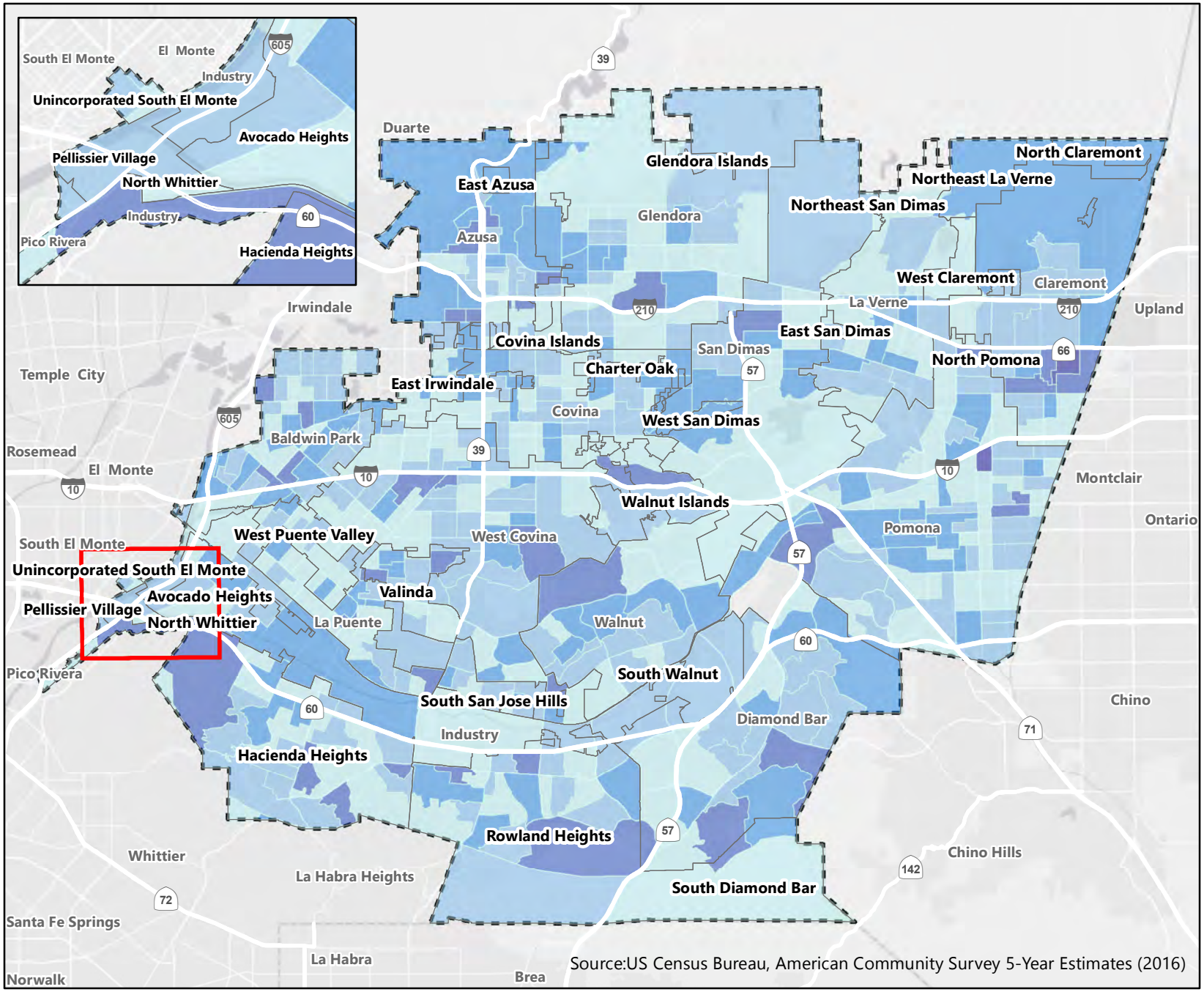


East San Gabriel Valley Mobility Action Plan

Figure 2-8: Educational Attainment by Census Block Group

0 2 4 Miles

N



East San Gabriel Valley Mobility Action Plan

Figure 2-9: Vehicle Ownership

0 2 4 Miles

N

2.3 Disadvantaged Communities

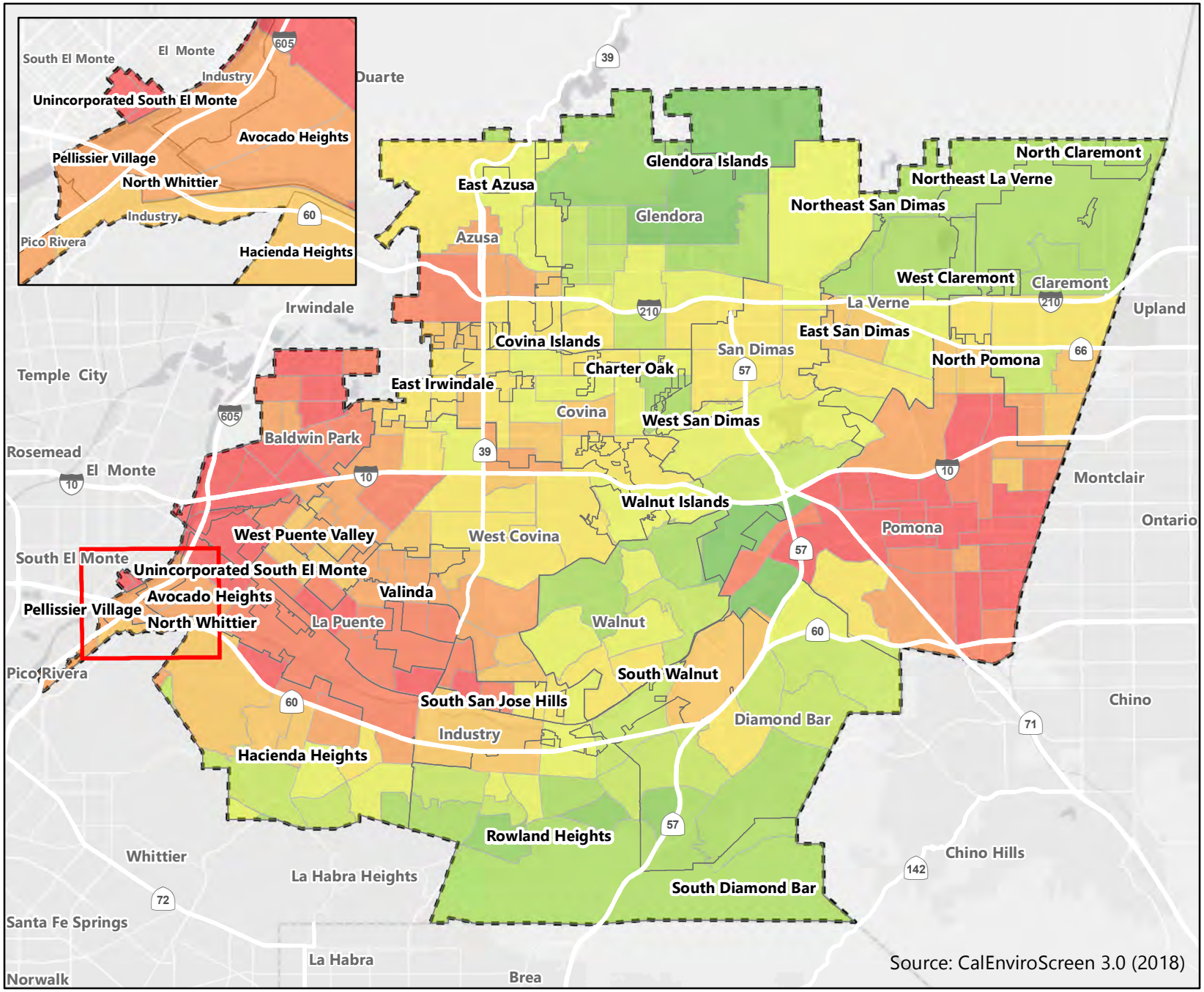
In addition to understanding the demographic make-up of the region, developing an understanding of the disadvantaged community status in the region is crucial to develop strategies that include equitable consideration of the several communities in the study area with differing socioeconomic and environmental needs. Additionally, this will help with prioritizing implementation actions and allocation of resources.

CalEnviroScreen 3.0

Figure 2-10 presents the CalEnviroScreen 3.0[1] scores for the census tracts in the study area. Census tracts scoring in the highest percentiles (the top 25%) relative to the rest of California are designated as the most disadvantaged communities. Figure 2-11 presents the location of the census tracts in the region that are designated as disadvantaged according to the CalEnviroScreen 3.0 results. Of the 224 census tracts in the study area, a total of 76 census tracts scored are designated as disadvantaged. These census tracts are located in the unincorporated communities of West Puente Valley, Valinda, North Whittier, and Walnut Islands, as well as the cities of Baldwin Park, parts of West Covina and southern Azusa, La Puente, and Pomona.

Areas with the greatest concern include the unincorporated community of West Puente Valley and the Cities of Hacienda Heights, Baldwin Park, and Pomona. The western portion of the unincorporated West Puente Valley community falls within the 96 to 100 percentiles, thus indicating the highest environmental concern. Moreover, this community falls within the 69th percentile for PM 2.5 and Ozone concentrations and the 66th percentile for Asthma. Similarly, the City of Hacienda Heights falls within the 82nd percentile and 61st percentile for PM2.5 and Ozone concentrations, respectively. Hacienda Heights also scores high for Asthma, as it falls within the 52nd percentile. The City of Baldwin Park falls within the 66th percentile and 69th percentile for PM 2.5 and Ozone concentrations, respectively, and within the 72nd percentile for Asthma. A significant portion of the City of Pomona south of the I-10, reflect a high environmental disadvantage, as census tracts within the City are within the 84th and 82nd percentiles for PM 2.5 and Ozone Concentrations and 63rd percentile for Asthma.

[1] The Office of Environmental Health Hazard Assessment's online tool, CalEnviroScreen 3.0, uses several indicators to determine a community's status as disadvantaged, pursuant to Senate Bill 535, which was passed in April 2017. The indicators re organized into four categories per census tract: 1) exposure indicators – indicators based on measurements of different types of pollution that people may come into contact with; 2) environmental effect indicators – indicators based on the locations of toxic chemicals in or near communities; 3) sensitive population indicators – indicators that measure the number of people in a community who may be more severely affected by pollution because of their health or age; 4) socioeconomic factor indicators – conditions that may increase people's stress or make healthy living difficult and cause them to be more sensitive to pollution's effects. Data for exposure and environmental indicators are sourced from a variety of statewide organizations, including the California Air Resources Board. Data for demographic-related indicators are sourced from the American Community Survey through the U.S. Census Bureau and the California Department of Public Health. Each census tract is then given an overall score based on these indicators.



Legend

CalEnviroScreen 3.0 Results

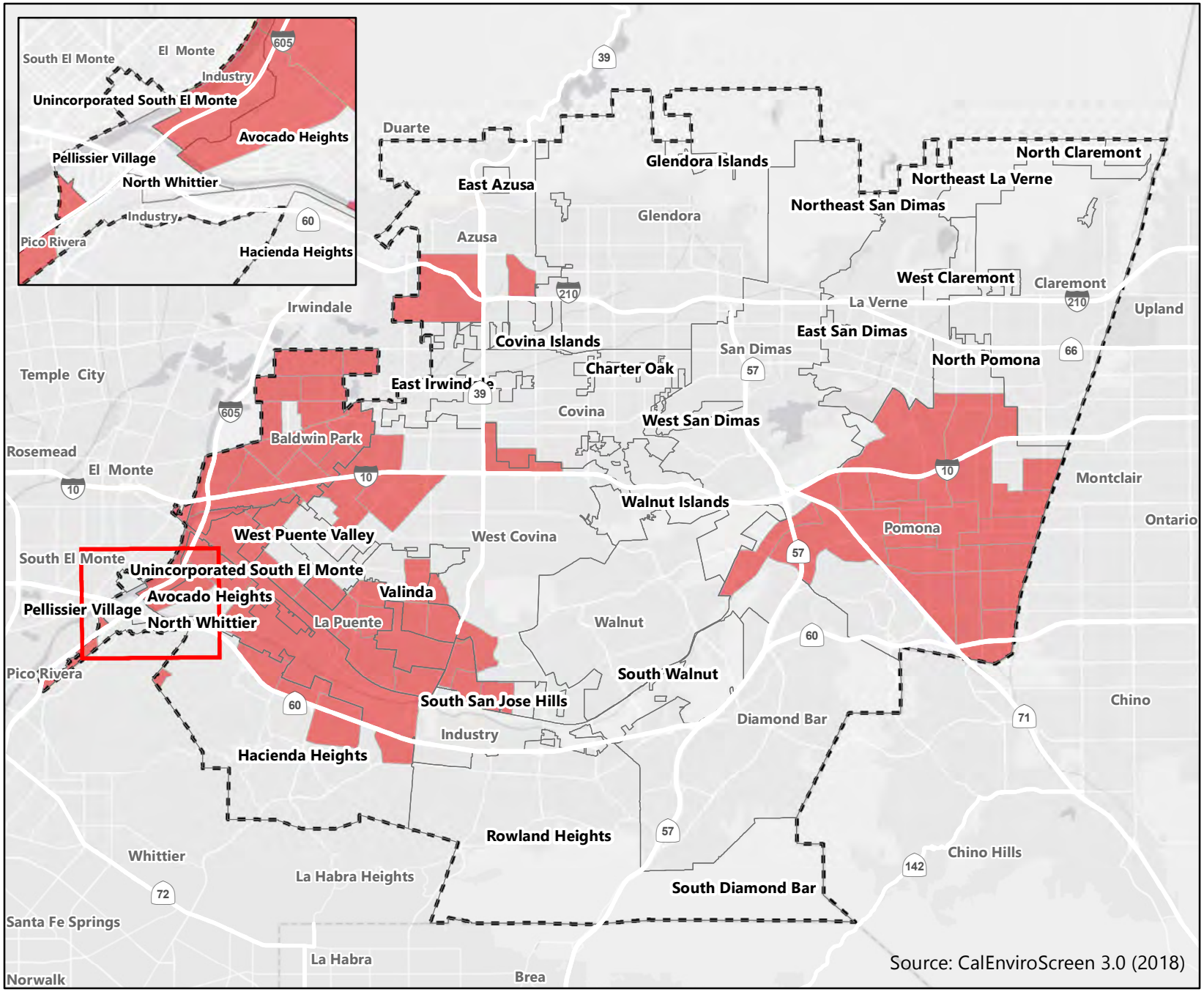
- 91 - 100% (Highest Scores)
- 81 - 90%
- 71 - 80%
- 61 - 70%
- 51 - 60%
- 41 - 50%
- 31 - 40%
- 21 - 30%
- 11 - 20%
- 0 - 10% (Lowest Scores)
- ESGV Planning Area

East San Gabriel Valley Mobility Action Plan

Figure 2-10: CalEnviroScreen 3.0 Scores

0 2 4 Miles

N



East San Gabriel Valley Mobility Action Plan

Figure 2-11: Disadvantaged Communities

0 2 4 Miles

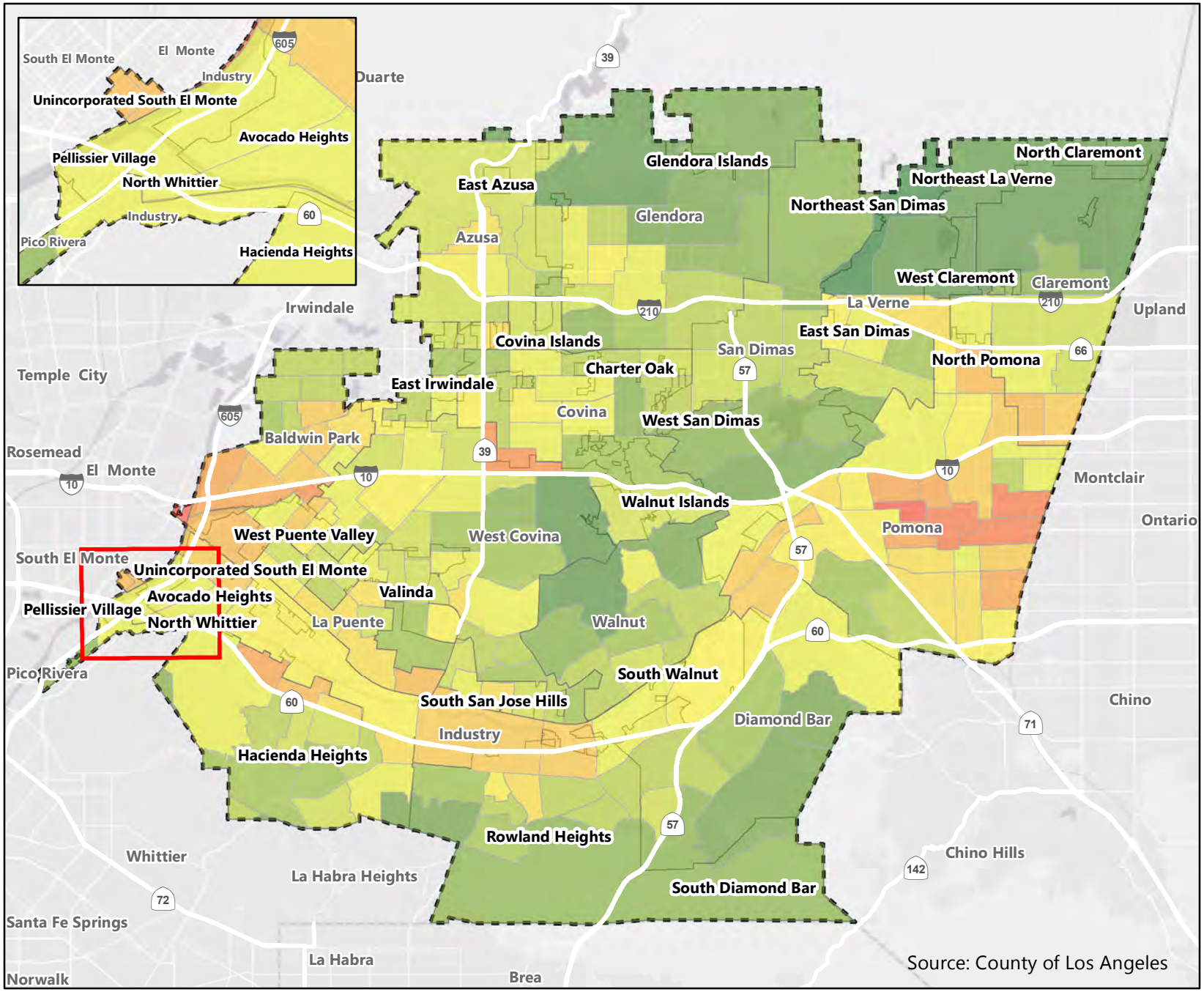
N

Los Angeles County Green Zone Program

The Los Angeles County Department of Regional Planning has developed the Environmental Justice Screening Method (EJSM) in partnership with the University of Southern California, Program for Environmental and Regional Equity and Occidental College. The EJSM illustrates the cumulative risks associated with environmental justice within Los Angeles County. This is done by identifying areas disproportionately burdened by and vulnerable to multiple types of pollution and health risks. While this approach is similar to CalEnviroScreen 3.0, the EJSM was designed to provide flexibility and meet the County's needs by incorporating detailed local data.

Communities highlighted by the LA County EJSM includes a significant area of the City of Pomona, particularly south of the I-10 (Figure 2-12). In this area, the EJSM overall scores range from 16 to 19 on a scale from 0 to 20. The census tract with the highest score of 19 is located at the intersection of N White Avenue and W Holt Avenue. Within this area, the EJSM hazard, health, and social vulnerability scores all reach the highest score of a five. Another area of concern is located in the West Puente Valley/ Baldwin Park area near the intersection of I-10 and I-605. In this area, some census tracts reach the overall EJSM score reaches 19, and the hazard, social vulnerability and climate vulnerability scores reach 5.

Once again, these areas should be prioritized when considering transportation improvements, as they are the most disproportionately burdened by the impacts of air pollution from vehicles and traffic congestion. Improvements made to the transportation network should improve air quality in these communities as well as the entire study area.



Legend

Green Zones Program Overall Score

- 4
- 5
- 6
- 7
- 8
- 9
- 10
- 11
- 12
- 13
- 14
- 15
- 16
- 17
- 18
- 19

ESGV Planning Area

East San Gabriel Valley Mobility Action Plan

Figure 2-12: Environmental Justice Screening Method Analysis

0 2 4 Miles

N

2.4 Key Activity Centers

Identifying the location of key community destinations can help identify the potential need for safe mobility options to everyday destinations for residents of the East San Gabriel Valley. Figure 2-13 presents key destinations throughout the region, including schools, recreational areas, parks and trails (including equestrian trails), shopping, medical facilities, etc.

Colleges and Universities

The major colleges and universities in the area include the University of LaVerne, the Claremont Colleges, Azusa Pacific University, California Polytechnic University Pomona, Mount San Antonio College, and Citrus Community College, with many other schools scattered throughout the area. Colleges and Universities draw a significant number of travelers from the ESGV, Los Angeles County, and from surrounding Counties. Understanding the mobility needs and travel patterns of students at these universities can help to inform decisions about improvements needed to the transit and roadway network and active transportation infrastructure surrounding these campuses.

Public Facilities

Hospitals and medical centers are primarily located in the northern half of the region. Hospitals and medical centers within the study area include the Diamond Bar Kaiser Permanente Medical Center, the Pomona Valley Hospital Medical Center, the San Gabriel Valley Medical Center, Kindred Hospital Baldwin Park, and the West Covina Medical Center. It is crucial to identify the locations of major hospitals and medical centers within the study area to ensure ease of access for residents as well as emergency vehicles along major corridors and highways.

Event Facilities

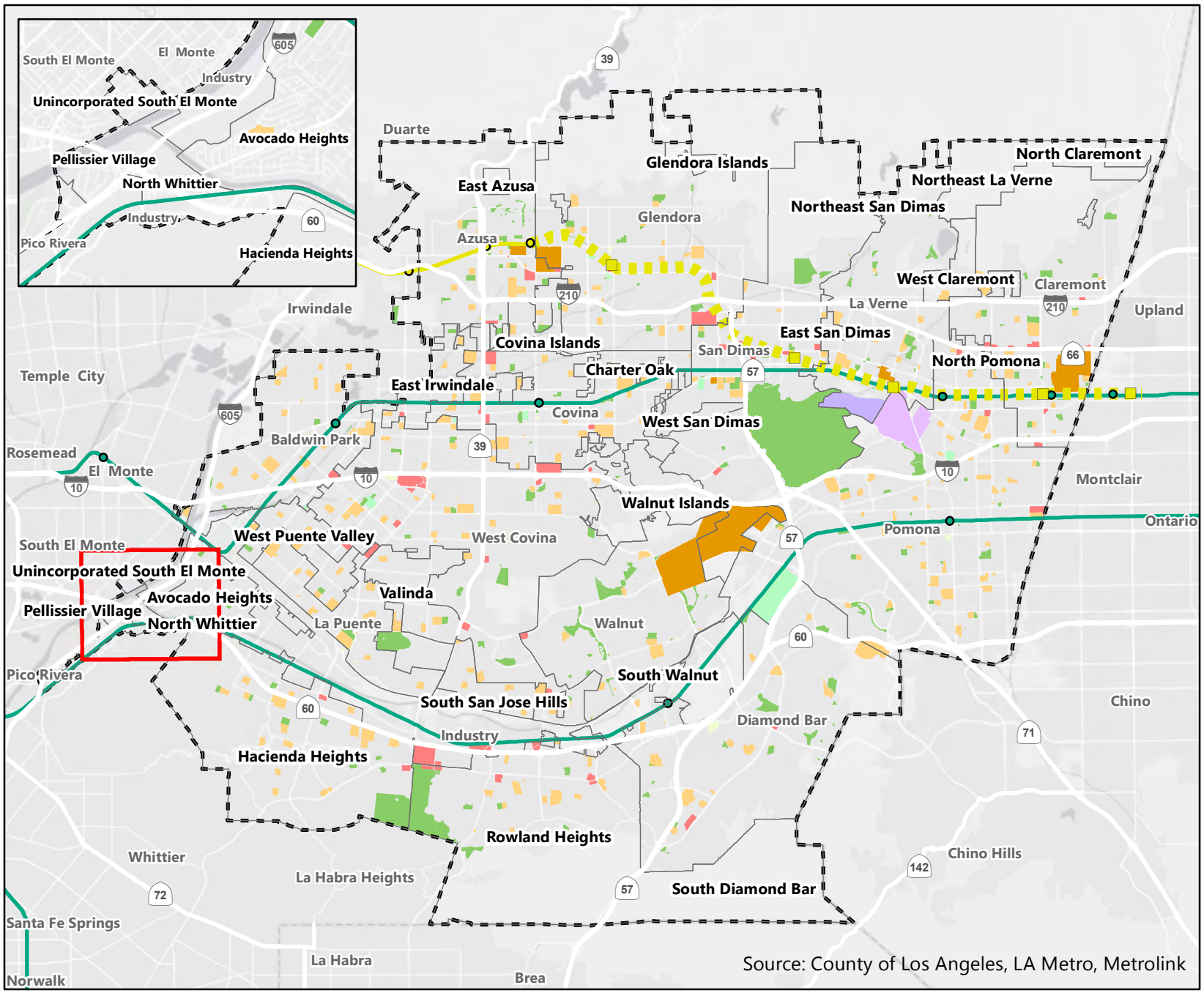
The Pomona Fairplex, located in the eastern portion of the study area, serves as a popular event venue for shows and events, such as the Los Angeles County Fair. Functions held in this location attract a high volume of visitors and vehicular traffic, thus impacting traffic congestion in the surrounding area. It is useful to understand the surrounding transportation network and traffic flows to and from this location in an effort to streamline multimodal access to this key travel demand location.

Shopping Centers

There are several shopping centers and recreational areas in the region, with Frank G. Bonelli Regional Park and Peter F. Schabarum Regional County Park being two of the largest regional parks, as shown in the map. Similar to the previously mentioned key travel demand locations, these locations generate a significant level of traffic and are important destinations for residents. Understanding the available transportation network as well as directions from which traffic flows and at which peak hours will help to identify improvements that can maximize efficiency at congestion hotspots and increase access to these destinations.

Transit Service Area

The map also indicates the regional rail transit that services the area, including the Metro Gold (L) light rail line in the northern area, which travels into Azusa and is proposed to extend to Montclair. Metrolink's San Bernardino and Riverside commuter rail lines also travel through the area. Understanding the proximity of available transit service to the area's key destinations can help indicate where gaps in mobility may need to be addressed to improve access to these destinations. Potential mobility gaps will be further analyzed and addressed in Task 3.2.



East San Gabriel Valley Mobility Action Plan

Figure 2-13: Key Destinations and Transit

0 2 4 Miles

N

3 Existing Mobility Conditions

Along with demographic conditions, traveling conditions can influence options for mobility and travel patterns throughout the region. As the suburbs of Los Angeles County continue to experience development growth, the East San Gabriel Valley is experiencing transportation infrastructure capacity issues, which can worsen the impact for those with limited mobility options. The following section summarizes a few of the region's mobility indicators and traveling conditions of the study area. Analysis of these indicators helps to identify areas of high vehicle traffic, alternative mobility options, and the state of various types of infrastructure to support mobility. Among the factors considered are the area's overall mode share, County Highway Plan, automobile travel conditions, transit services, and active transportation.

3.1 Mode Share

This section discusses mode share as it relates to commuter travel patterns and the mode of choice for residents in both the ESGV and the greater Los Angeles County Area. Travel data reflects trips taken to work and the chosen travel mode.

Commuter Travel Patterns

The majority of commuters of employment age (16 years and older) in the East San Gabriel Valley travel by vehicle, with 81% of trips taken by driving alone, 12% carpooling, and even less taking transit or walking to work (Table 3-1). Similarly, in Los Angeles County, the majority of commuters utilize a car to get to work, with about 77% of trips to work taken by driving alone, 10% carpooling, and 7% taking transit, and 3% walking. While there is a slight increase in commuters using transit in the Los Angeles County as compared to East San Gabriel Valley overall, the majority of commuters travel in single occupancy vehicles to work in both regions. A very small percentage of commuters walk to work.

Travel Mode

Residents' choice in travel mode throughout the region can be a reflection of the region's infrastructure and connectivity, as well as cultural attitudes toward automobile use. With almost 90% of commuters using an automobile to get to work, travel by automobile is the most prevalent mode of travel in the East San Gabriel Valley. Higher automobile use in the East San Gabriel Valley, as compared to Los Angeles County overall, indicates that the existing network may encourage increased automobile usage.

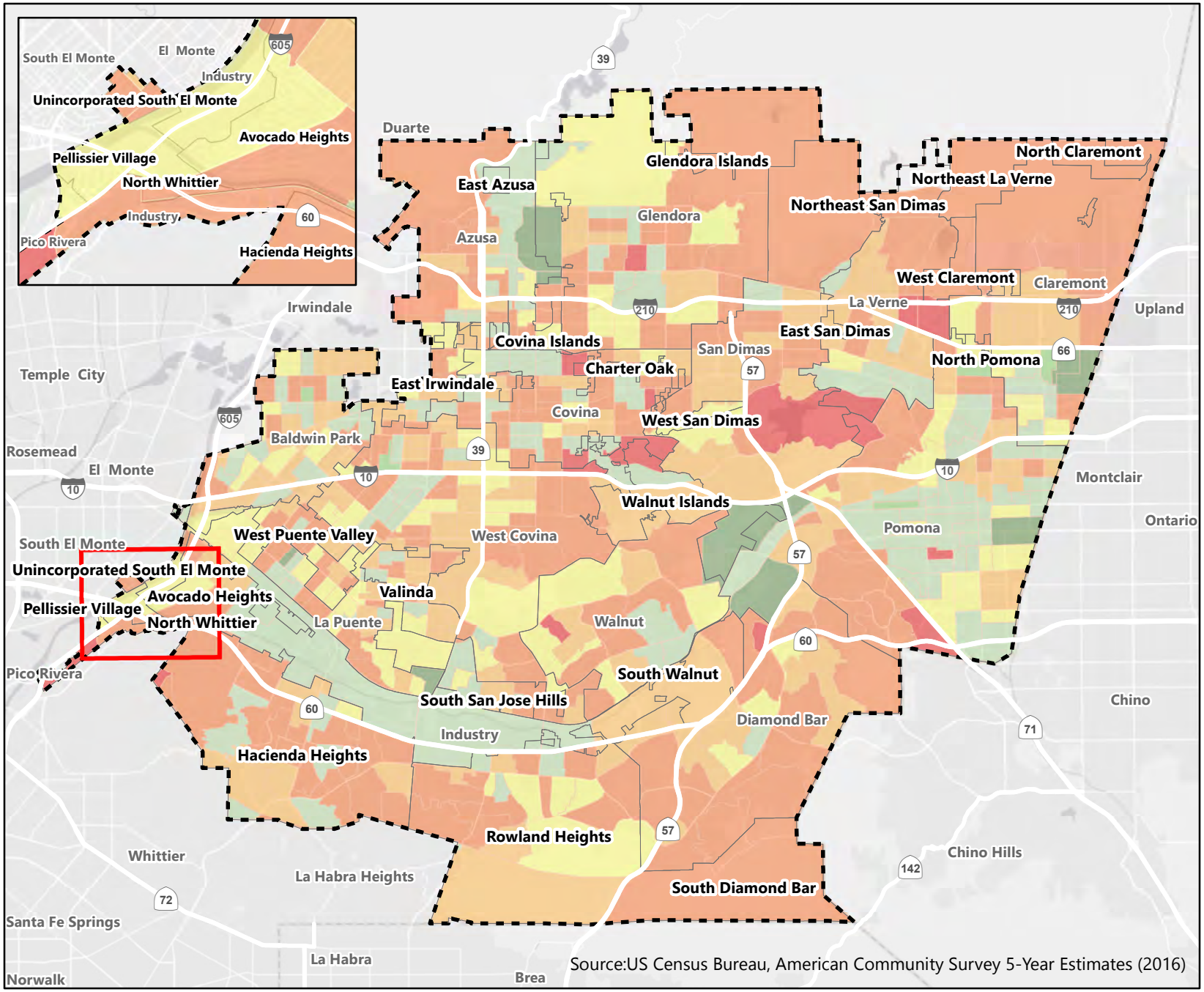
Table 3-1 Mode Share

MODE	TOTAL # OF TRIPS (ESGV)	% OF TOTAL TRIPS (ESGV)	TOTAL # OF TRIPS (LA COUNTY)	% OF TOTAL TRIPS (LA COUNTY)
Drove Alone	357,381	81%	3,366,853	77%
Carpool	53,393	12%	448,785	10%
Transit	14,435	3%	300,361	7%
Walked	9,432	2%	128,872	3%
Other	7,130	2%	106,967	3%
Total	441,771	100%	4,351,838	100%

Source: American Community Survey 5-Year Estimates (2016)

Figure 3-1 presents the percentage of trips to work taken by driving alone in the planning area. Areas where a high percentage of trips to work are taken by a mode other than driving alone (around 50 percent or less) include the communities around Walnut Islands, parts of Pomona, and the communities around La Puente. The need for alternative modes of travel, especially for work, may be higher in these areas.

In addition, areas where the percentage of trips to work taken by car are significant include northern Claremont, Glendora, West Azusa, West Covina, and Diamond Bar. The percentage of car trips taken in these areas ranges from 84 percent to 100 percent. This high volume of trips taken by car indicates a need for travel demand management in these areas, as well as a need for improved connections to key travel demand locations from these locations. Improved transit and active transportation connections to and from these locations would help to shift mode share away from vehicular travel and toward more sustainable alternatives.



East San Gabriel Valley Mobility Action Plan

Figure 3-1: Mode Share - % Trips Taken By Car

0 2 4 Miles

N

3.2 Auto

As mentioned in the previous section, the majority of travelers in the East San Gabriel Valley Planning Area travel by vehicle, often driving alone. This section will discuss the area's roadway classifications, existing travel volumes, and major travel corridors.

3.2.1 County Area Roadway Classifications

The County Highway Plan, maintained by County of Los Angeles Public Works (DPW), designates roadways in Los Angeles County by their planned capacity. Presented in Figure 3-2, the plan designates existing and proposed roadways and their classifications as of 2019, including major highway, secondary highway, limited secondary highway, parkway, and expressway. The northern half of the study area is generally characterized by a gridded network of major and secondary highways. South of I-10 and west of SR-71, major highways generally run parallel to SR-60, with less secondary highways, a parkway through Walnut and Walnut Islands, and an expressway along SR-71 through Pomona.

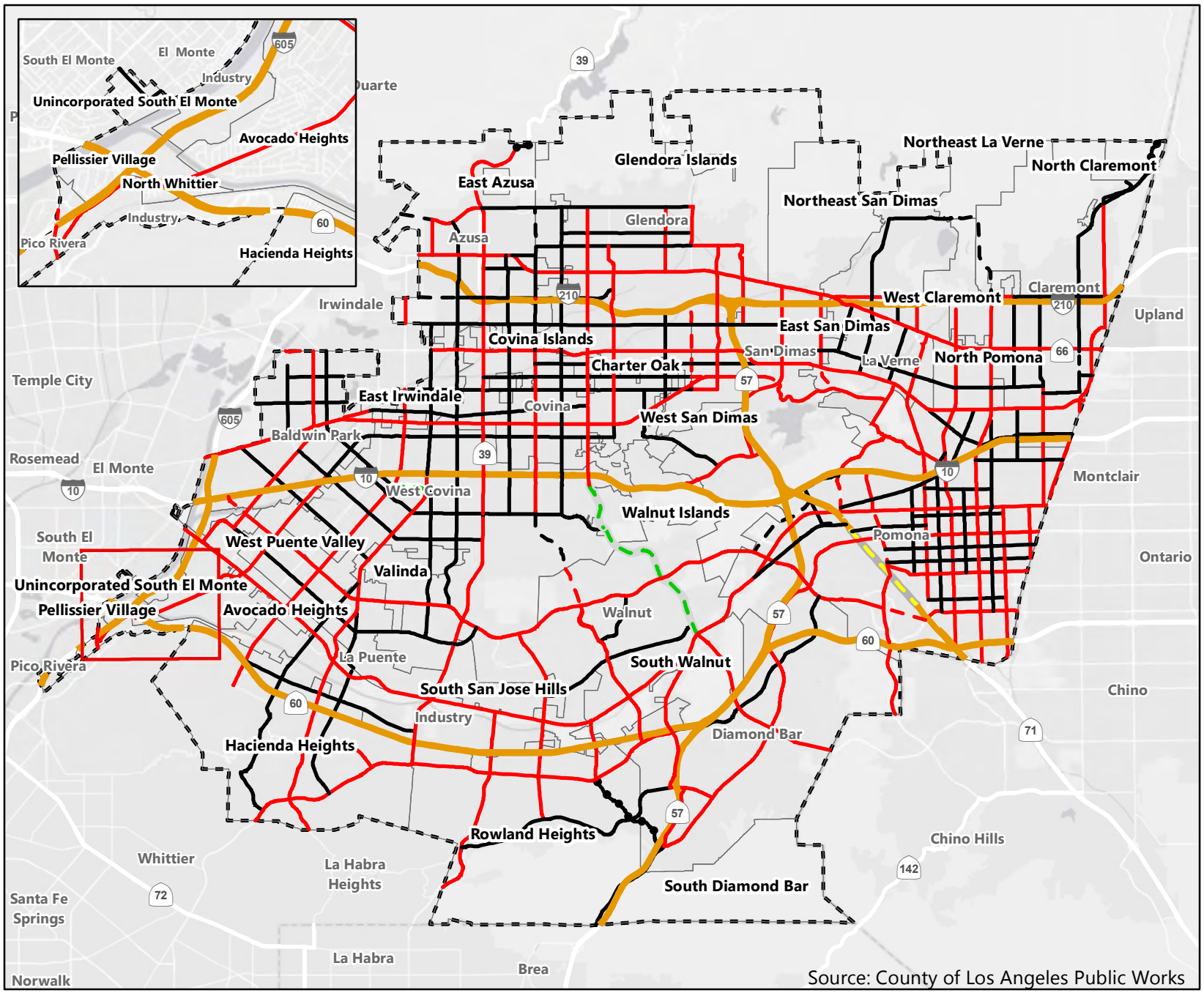
3.2.2 Major Travel Corridors

East-west regional transportation access in the East San Gabriel Valley Planning Area is provided by I-10, I-210, and State Route 60, which are heavily used corridors throughout Los Angeles County. North-south regional transportation access is provided by I-605 and State Route 57, which are utilized by travelers in both Los Angeles County and neighboring Orange County. Major surface roadways providing north-south access through the unincorporated communities in the region include Irwindale Avenue, State Route 39 (Azusa Avenue), Puente Avenue/Workman Hill Road, Citrus Avenue, Grand Avenue, Hacienda Boulevard, Fullerton Road, Nogales Street, San Dimas Avenue, and Towne Avenue. Major east-west surface roadways include Route 66, Arrow Highway, Badillo Street, Amar Road, Valley Boulevard, and Colima Road. The following figure presents the major existing corridors in the area. Major east-west public transit is provided by Metrolink, offering commuter rail service between Los Angeles and San Bernardino and Riverside Counties. The Metro Gold (L) Line offers service between Los Angeles and Azusa (with an extension to Montclair under construction), and Foothill Transit offers several local and regional bus lines. These existing major corridors are illustrated in Figure 3-3.

3.2.3 Existing Traffic Volumes

Traffic volumes are particularly high along the west-east travel routes through the study area, especially along I-210 west of SR-57, along I-10 east of SR-57, and along SR-60 west of SR-71. Traffic volumes are typically lower along SR-57 north of I-10, along SR-66, and along SR-71, especially along the expressway in Pomona. To further provide context of daily traffic through the study area, Figure 3-4 presents Annual Average Daily Traffic volumes for the area's State Highway System as reported by the Caltrans Traffic Census Program.

Areas of focus for this study in terms of congestion include those east-west travel routes along those particular areas. A further understanding of the mobility needs of the unincorporated communities around these areas is important to plan for the appropriate mobility improvements for the region.

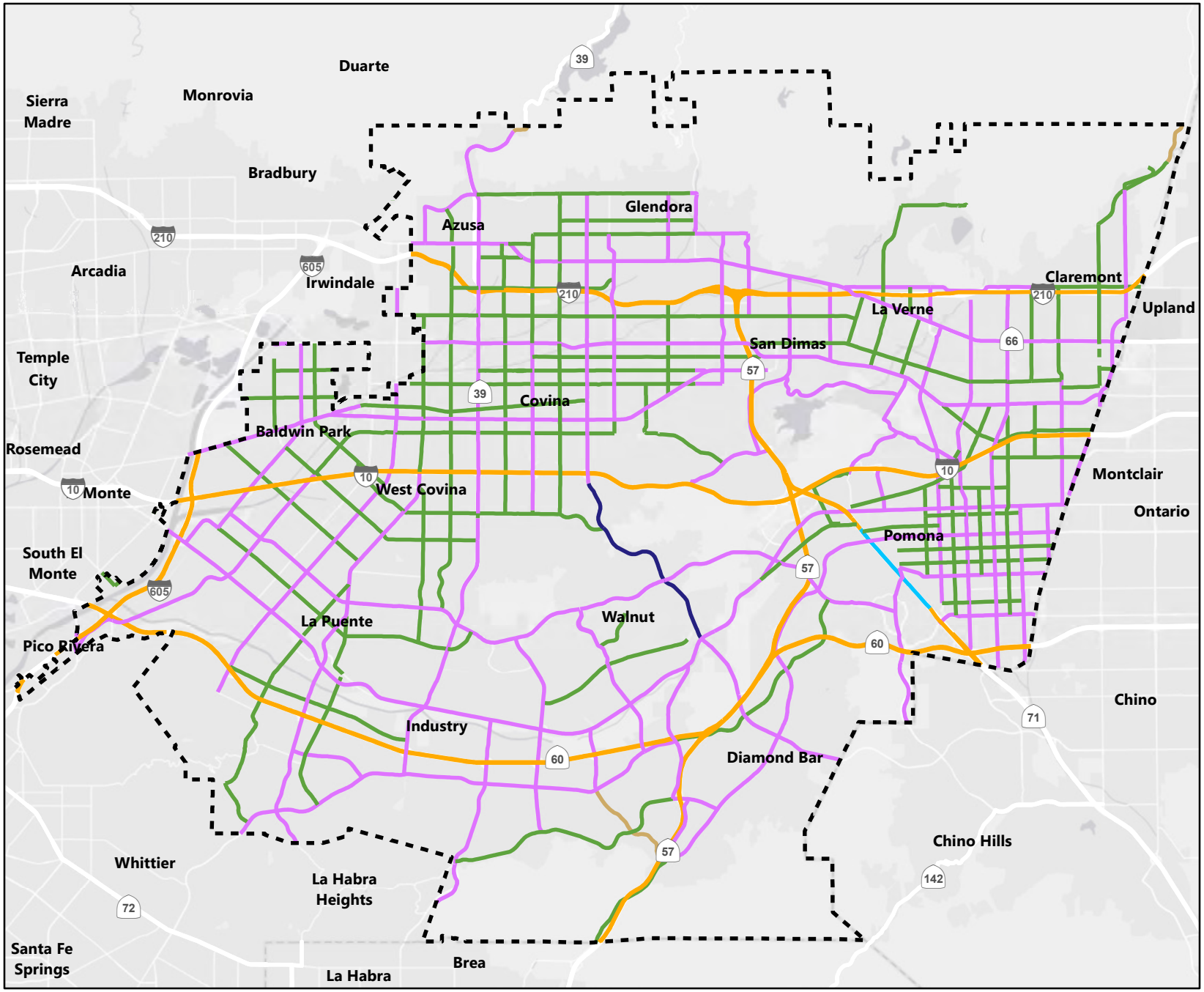


East San Gabriel Valley Mobility Action Plan

Figure 3-2: Highway Plan

0 2 4 Miles

N

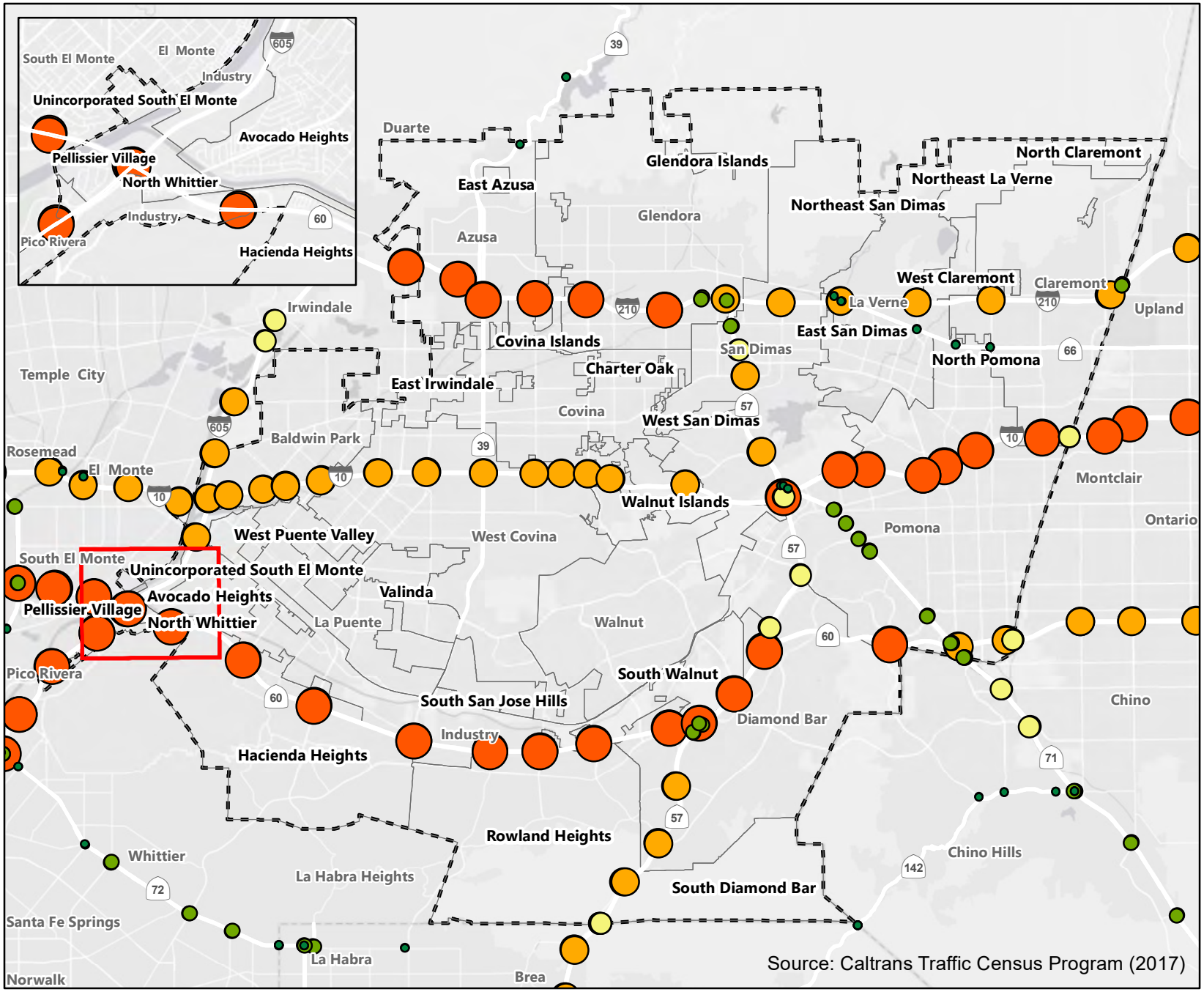


East San Gabriel Valley Mobility Action Plan

Figure 3-3: Existing Major Corridors

0 2 4 Miles

N



East San Gabriel Valley Mobility Action Plan

Figure 3-4: Average Annual Daily Traffic

0 2 4 Miles

N

3.3 Transit

This section presents a profile of the current transit landscape in the ESGV study area. As presented, there are various types of transit/mobility options available to travelers within the East San Gabriel Valley study area, but there are limitations on these mobility options due to geographic, infrastructure, and technology constraints.

This section includes a profile of current transit operations. These baseline services include fixed route bus and rail transit services providing inter-city bus and/or rail services including LA Metro, Foothill Transit, Montebello Bus Lines and Norwalk Transit. Municipal transit/mobility services include those cities providing local fixed-route and/or dial-a-ride, including taxi/transportation network company (TNC) partnerships but typically within a prescribed service area reflecting city limits.

The analysis of these services includes a description of current route structures and system operating characteristics including frequencies, fare structures, etc. For each of the transit/mobility services profiled, quantitative data reflecting salient operating characteristics (including levels of service, unlinked passenger trips/ridership, etc.) and financial performance is included in summary tables. This information provides a foundation for the next steps of identification and analysis of mobility gaps (Task 3.2) and actions for improving mobility (Task 3.3).

3.3.1 Inter-City Transit Services

Owing to its proximity to Downtown Los Angeles, the East San Gabriel Valley (ESGV) enjoys pervasive transit service provided primarily by LA Metro and Foothill Transit. These services are complemented by other intercity transit services including Montebello Transit and Norwalk Transit (Figure 3-5). Further, there are several local fixed route and community based (dial-a-ride and on-demand) transit/mobility services serving the ESGV study area.

LA Metro

The Metro Gold (L) line route is presented in Figure 3-6. It provides service every 12 to 20 minutes, depending on time of day. Additionally, there are some forty local Metro bus routes providing service in the East San Gabriel Valley service area. LA Metro bus routes provide 6 to 60 minute headways, seven days a week as presented in Figure 3-7 (service frequency by route). Metro bus fares are presented in Table 3-2. .

Access Services: Access is the service name of the Americans with Disabilities Act (ADA) Complementary Paratransit service for functionally disabled individuals in Los Angeles County. Access transportation service is available for any ADA paratransit eligible individual to any location within ¾ of a mile of any fixed bus operated by the Los Angeles County public fixed route bus operators and within ¾ of a mile around Metro Rail stations during the hours that the systems are operational. Complementary paratransit service is not required to complement commuter rail and commuter bus services, since the ADA does not require that these services provide complementary paratransit service. The service area is divided into service areas and extends into portions of the surrounding counties of San Bernardino, Orange and Ventura that are served by Los Angeles County fixed-route bus lines.

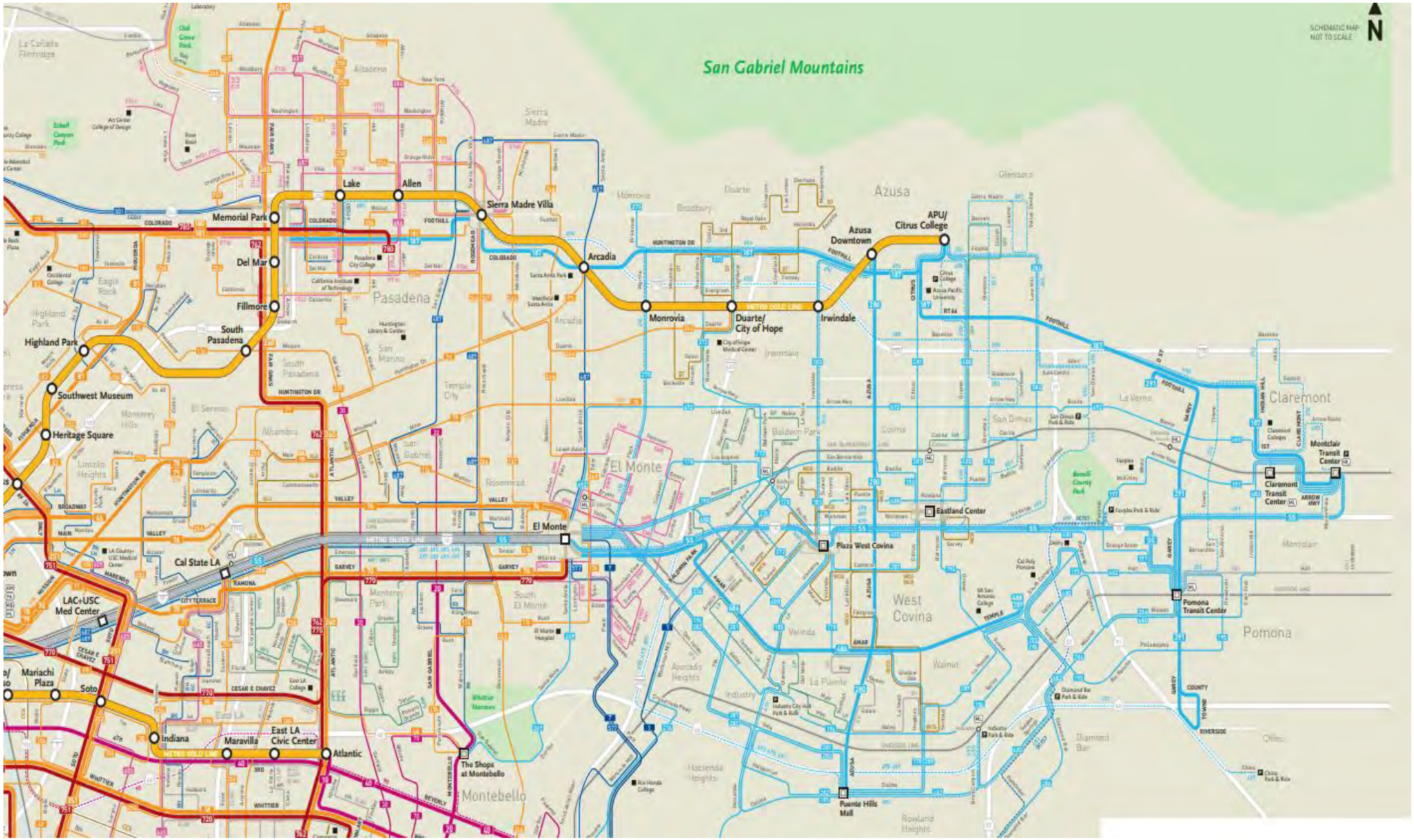


Figure 3-5 Inter-city Transit Services

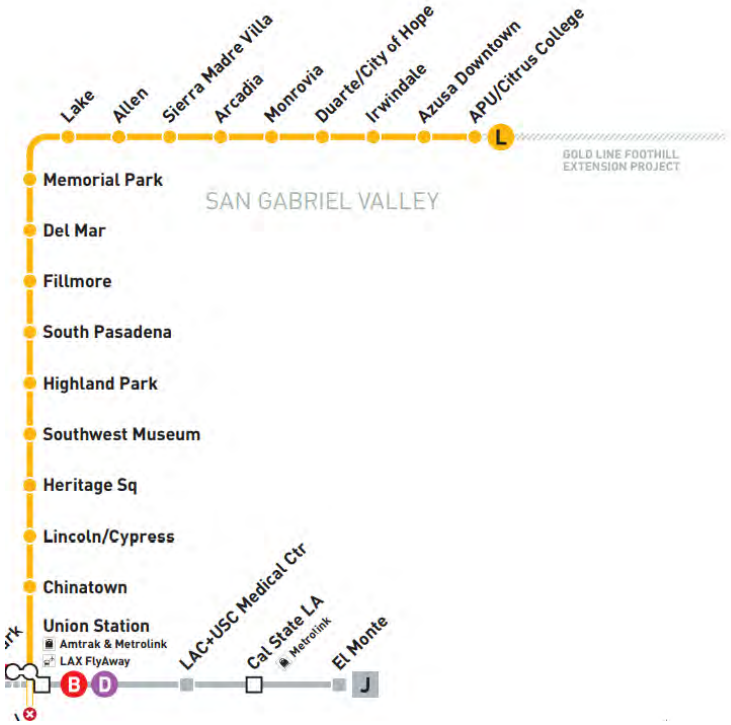


Figure 3-6 Metro Gold (L) Line Route

Table 3-2 LA Metro Bus Fares and Passes

1-Way	$1.75
1-Day Pass	$7.00
7-Day Pass	$25.00
LIFE 7-Day Pass (low-income)	$19.00
30-Day Pass	$100.00
LIFE 30-Day Pass (low-income)	$76.00

Metro Rail & Busway

LINE		WEEKDAY PEAK	WEEKDAY DAY	WEEKDAY EVE	SATURDAY DAY	SATURDAY EVE	SUNDAY DAY	SUNDAY EVE
Gold		7	12	10	7-8	10	7-8	10
Silver		4-8	15	20-60	20	20-60	20	20-60
Red		10	12	20	12	10	12	20
Purple		10	12	20	12	10	12	20

Metro Bus

LINE		WEEKDAY PEAK	WEEKDAY DAY	WEEKDAY EVE	SATURDAY DAY	SATURDAY EVE	SUNDAY DAY	SUNDAY EVE
18		6-10	10-12	30	10-15	30	12	30
28		10-15	30	30-60	20-25	30-60	30	30-60
30		25-30	40	30-60	30	30-60	30	30-60
45		4-8	11	15-60	8-15	15-60	10-15	20-60
60		6-7	12-15	20-60	8-15	20-60	10-12	20-60
62		15-40	30-32	30-60	40-60	60	45-60	50-60
66		15-20	20-40	20-60	20-30	20-60	20	20-60
68		15	20	20-60	20	20-60	15-20	25-40
70		10-15	15	15-60	16	16-60	12-15	20-60
71		15-35	35	45	60	60	60	60
76		12-15	16	30-60	15-20	30-60	15-20	30-60
78		6-20	14-28	20-60	14-30	30-60	14-30	40-60
79		15-30	30-40	30-60	40-50	30-60	30-45	40-60
81		6-12	15	20-60	15	30-60	20	30-60
83		20-30	30	30-60	30	40-60	30	40-60
90		30-50	30-60	30-60	60	120	60	120
91		30-50	30-60	60	60	120	60	120
92		15-20	25	50-60	25-30	60	40	60
94		15-20	30	30-80	20	30-80	20	30-80
96		30-35	40	60	50-55	50-60	60	–
106		50	50	–	–	–	–	–
176		45	45	–	–	–	–	–
177		30	–	–	–	–	–	–
180		35	35	40-60	10-20	40-60	10-20	40-60
181		35	35	40-60	30	40-60	30	40-60

Metro Bus

LINE		WEEKDAY PEAK	WEEKDAY DAY	WEEKDAY EVE	SATURDAY DAY	SATURDAY EVE	SUNDAY DAY	SUNDAY EVE
183		30-60	60	60	60	60	60	60
201		50	50	–	60	–	60	–
251		15-20	20	40-60	12	40-60	15	40-60
252		24	40	60	40	50	40	50
254		30-60	60	–	60	–	–	–
256		45	45	45	50-60	–	60	–
258		30-40	40	–	–	–	–	–
260		10-20	15-20	30-60	16	30-60	15-20	30-60
264		60	60	–	60	–	60	–
265		30-55	55	55	55	55	55	55
266		25-35	40	60	40-45	40-45	35-40	50-60
267		30	30	–	60	–	60	–
268		30	50	60	50-60	–	50-60	–
378		10-25	–	–	–	–	–	–
487		20-30	45	60	60	60	60	60
489		20	–	–	–	–	–	–
501		15	30	30	30	30	30	30
577		40-45	45	60	–	–	–	–
605		15	25	–	30-35	–	30-35	–
665		30-40	60	20-40	60	–	60	–
685		30	30	60	–	–	–	–
686		40	40	50	40	50	40	50
687		40	40	50	40	50	40	50
720		2-8	10-20	15-20	15-20	15-30	15-20	15-40
751		12-15	20	–	–	–	–	–
760		8-20	25	30	25	30	–	–
762		15-30	30	35-70	–	–	–	–
770		10-15	15	30	20	–	–	–
780		10-12	25-30	–	–	–	–	–
794		15-20	30	45-60	–	–	–	–

Figure 3-7 LA Metro – Service Frequency by Route

Foothill Transit

Foothill Transit provides community-oriented bus service throughout the San Gabriel and Pomona Valleys, including express bus routes to Pasadena and Downtown Los Angeles. Service frequency by route for Foothill Transit is presented in Figure 3-8 and ranges from 12 to 60 minutes, depending on time of day. Foothill uses the Google trip planning platform and NextTrip for real-time bus information. A map of Foothill Transit routes is presented in Figure 3-9.

Tables 3-3, 3-4, and 3-5 provide a profile of each Foothill Transit route type (Express, Local and School Supplementary routes).

Foothill Transit

	WEEKDAY			SATURDAY		SUNDAY	
LINE	PEAK	DAY	EVE	DAY	EVE	DAY	EVE
SS	7-20	15	30-60	30	30-60	30	30-60
178	30	30	30	30	60	30	60
185	30	60	60	30-60	–	30-60	–
187	15	20	20-30	30	30	30	30
190	10-30	30	40-60	35-60	40-60	40-60	60
194	12-20	30	40-60	20	40-60	20-40	60
195	60	60	–	60	–	60	–
197	30	60	60	60	–	60	–
269	30	60	60	60	–	60	–
270	50	50	–	60	–	–	–
272	60	60	–	60	–	60	–
274	60	60	60	45-90	–	45-90	–
280	15	20	30	30	30	30	30
281	30	30	30	60	–	60	–
282	30	30	60	30	60	30	60
284	60	60	–	45-90	–	45-90	–
285	60	60	60	60	–	60	–
286	60	60	60	60	–	60	–
289	60	60	–	120	–	120	–
291	15-20	15	30	30	60	30	60
292	30	–	–	–	–	–	–
480	30	30-60	30-40	30-60	60	30-60	60
481	10-20	–	–	–	–	–	–
482	20-30	30	30-60	30	30	30	30
486	12	12	30	30	30	30	30
488	20-30	60	60	60	60	60	60
492	20-30	30	30	30	60	30	60
493	10-30	–	–	–	–	–	–
494	30	–	–	–	–	–	–
495	20-30	–	–	–	–	–	–
496	30	–	–	–	–	–	–
497	15-20	–	–	–	–	–	–
498	10-20	–	–	–	–	–	–
499	10-30	–	–	–	–	–	–
690	15-25	–	–	–	–	–	–
699	5-20	–	–	–	–	–	–
851	30	–	–	–	–	–	–
855	15-30	–	–	–	–	–	–

Figure 3-8 Foothill Transit Service Frequency by Route

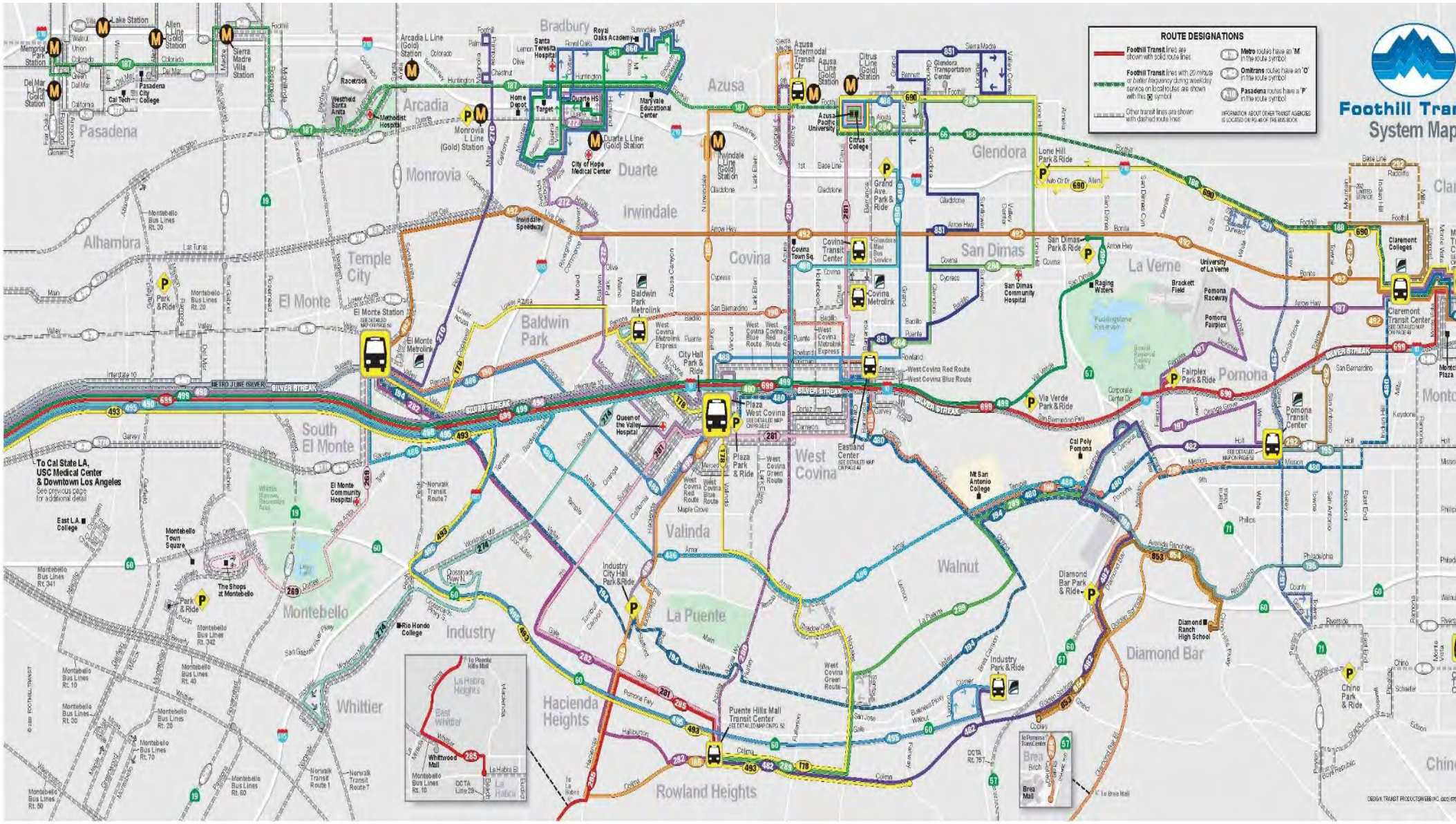


Figure 3-9 Foothill Transit Services

Table 3-3 Foothill Transit Route Profile – Express Routes

ROUTE	TERMINALS		VIA	NOTES
Silver Streak	Downtown LA Grand Av/Olive St & Olympic Bl	Montclair Montclair Transcenter	El Monte Busway, I-10	24-hour service.
490	Downtown LA Figueroa St & 9th St	Glendora Grand Ave Park & Ride	El Monte Busway, I-10, Grand Avenue	Reduced service December 24 – 31.
493	Downtown LA Hope St & 9th St	Rowland Heights Colima Rd and Fairway Dr.	El Monte Busway, I-10, I-605, SR 60, Colima Road.	Service may operate on Valley Boulevard if SR 60 is congested. Reduced service December 24 – 31.
495	Downtown LA Hope St & 9th St	City of Industry Industry Park & Ride	I-10, I-605, SR 60, Brea Canyon Road	Service may operate on Valley Boulevard if SR 60 is congested. Reduced service December 24 – 31.
498	Downtown LA Figueroa St & 9th St	City of Industry Industry City Hall Park & Ride	El Monte Busway, I-10,	Reduced service December 24 – 31.
499	Downtown LA Figueroa St & 9th St	San Dimas San Dimas Park and Ride	El Monte Busway, I-10, San Dimas Avenue	Reduced service December 24 – 31.
699	Downtown LA Figueroa St & 9th St	Montclair Montclair Transcenter	El Monte Busway, I-10	Reduced service December 24 – 31.

Table 3-4 Foothill Transit Route Profile – Local Routes

ROUTE	TERMINALS		VIA	NOTES
178	El Monte Bus Station	Puente Hills Mall	Los Angeles Street, Pacific Avenue, Valinda Avenue, Nogales Street, Colima Road	Selected trips serve the Baldwin Park Metrolink Station
185	Azusa Transit Centre	Puente Hills Mall	Irwindale Avenue, Glendora Avenue, Hacienda Boulevard, Colima Road	
187	Pasadena Raymond Avenue and Walnut Street	Azusa Intermodal Transit Center	Colorado Boulevard, Foothill Blvd., Rosemead Blvd., Huntington Drive, Foothill Blvd.	Serves Santa Anita Park, Arcadia Methodist Hospital and Westfield Santa Anita Mall on Huntington Drive between Rosemead Boulevard and Santa Anita Avenue, replacing Colorado Boulevard/Place between Rosemead Boulevard and Huntington Drive.
188	Montclair Transcenter	Azusa Intermodal Transit Centre	Serves Eastern Half, Azusa To Montclair.	
190	El Monte Bus Station	Cal Poly Pomona	Ramona Boulevard	Short line trips terminate or originate at the Eastland Centre in West Covina
194	El Monte Bus Station	Cal Poly Pomona	Valley Boulevard	Short line trips terminate or originate at Valley Blvd and Lemon Ave in the City of Walnut
195	Pomona Valley Boulevard and Humane Way	Pomona Transit Center	Temple Avenue, Rio Rancho Road, Reservoir Street	Serves Cal Poly Pomona
197	Montclair Transit Center	Pomona Transit Center	Arrow Highway, White Avenue, Fairplex Drive, Orange Grove Avenue	
269	El Monte Bus Station	Montebello Town Center	Santa Anita Avenue, Durfee Avenue	

ROUTE	TERMINALS		VIA	NOTES
270	El Monte Bus Station	Monrovia	Peck Road, Huntington Drive, Primrose Avenue	
272	Duarte City of Hope	Westfield West Covina	Buena Vista Street, Baldwin Park Boulevard, Merced Avenue	Selected trips serve the Baldwin Park Metrolink Station.
274	Whittier Beverly Boulevard and Norwalk Boulevard	Baldwin Park Metrolink Station	Workman Mill Road, Puente Avenue	
280	Azusa Transit Center	Puente Hills Mall	Azusa Avenue	
281	Citrus College	Puente Hills Mall	Citrus Avenue, Cameron Avenue, Sunset Avenue, Gale Avenue	
282	El Monte Bus Station	Puente Hills Mall	Valley Boulevard, 7th Avenue, Gale Avenue, Colima Road	
284	Glendora Route 66 and Grand Avenue	West Covina Westfield Eastland	Foothill Boulevard, Lone Hill Avenue	Service operates weekday and weekend peak hours only
285	Puente Hills Mall	La Habra Beach Boulevard and La Habra Boulevard	Hacienda Boulevard, Colima Road, Whitter Boulevard	Service operates weekday and weekend peak hours only
286	Pomona Transit Center	Brea Brea Mall	Mission Boulevard, Diamond Bar Boulevard, 57 Freeway	
289	Puente Hills Mall	Cal Poly Pomona	Colima Road, La Puente Road	
291	La Verne Foothill Boulevard and White Avenue	Pomona Pomona Market Place	Garey Avenue, Foothill Boulevard	Serves Pomona Transit Center (PTC). Line 291 is fully electrified using Proterra fast-charge buses, which charge each time they return to PTC.

ROUTE	TERMINALS		VIA	NOTES
292	Pomona Transit Center	Claremont Transit Center	Towne Avenue, Foothill Boulevard, Baseline Road	
480	Westfield West Covina	Montclair Transit Center	Walnut, Mission Boulevard, Indian Hill Boulevard	Serves Cal Poly Pomona, Mt. San Antonio College, and the Pomona Transit Center
482	Puente Hills Mall	Pomona Transit Center	Colima Road, Mission Boulevard, Golden Springs Drive, Diamond Bar Boulevard,	Serves Cal Poly Pomona Selected weekday trips serve Gateway Circle and the Industry Park & Ride.
486	El Monte Bus Station	Cal Poly Pomona	Garvey Avenue, Amar Road	
488	El Monte Bus Station	Citrus College	Ramona Boulevard, Francisquito Avenue, Grand Avenue	
492	El Monte Bus Station	Montclair Transit Center	Santa Anita Avenue, Arrow Highway, Bonita Avenue	
690	Azusa Azusa Downtown Gold Line Station	Montclair Montclair Transcentre	210 Freeway, Foothill Boulevard	
860	Duarte	Duarte	Huntington Drive, Royal Oaks Drive, Mountain Avenue (Loop)	
861	Duarte	Duarte	Huntington Drive, Royal Oaks Drive, Mountain Avenue (Loop)	

Table 3-5 Foothill Transit Route Profile – School Supplementary Routes

ROUTE	TERMINALS		VIA	NOTES
851	West Covina Westfield Eastland	Glendora Foothill Boulevard and Valley Center Avenue	Glendora Avenue	
853	Diamond Bar Golden Springs Drive and Copley Drive	Diamond Bar Diamond Ranch High School	Golden Springs Drive	
854	Diamond Bar Golden Springs Drive and Copley Drive	Diamond Bar Diamond Ranch High School	Diamond Bar Boulevard	

Foothill Transit provides a variety of transit fares for different groups, such as seniors, children, and students (Table 3-6). Passes that are offered include:

- TAP card – a reusable, reloadable electronic card. TAP card may be loaded online, at a Foothill Transit store or at a TAP vendor location. TAP cards are available for purchase for $2. An iPhone or Apple Watch may be used as a TAP card.
- Day Pass – allows unlimited travel on local lines and the Silver Streak until 3 a.m. the following morning beginning when it is first tapped on the farebox. Only available for purchase on board the bus.
- 31-Day Pass – allows unlimited travel for a 31-Day period beginning on the day it is first tapped on the farebox.
- EZ Transit Pass – a monthly pass good for travel on 26 transit agencies throughout Los Angeles County, including Foothill Transit.

Table 3-6 Foothill Transit Fares and Passes

TYPE	CASH	TAP CARD	DAY PASS	31-DAY PASS	EZ TRANSIT
Adult Local Ages 6–61	$1.75	$1.50	$6.00	$60.00	$110.00
Student Local Eligible K–12 and College Students	$1.75	$1.50	$6.00	$40.00	N/A
Children Ages 5 and under, up to two kids with each paying adult	Free	Free	Free	Free	Free
Senior/Persons with Disabilities/Medicare Local Ages 62+/With LACTOA or Medicare Card	$0.75	$0.50	$3.00	$30.00	$42.00
Silver Streak Adults	$3.00	$2.75	$6.00	$110.00	$176.00
Silver Streak Students	$3.00	$2.75	$6.00	$85.00	$176.00
Discount Silver Streak For eligible Seniors, Persons with Disabilities and Medicare Card holders	$1.50	$1.25	$3.00	$55.00	$70.50
Commuter Express Lines: 490, 493, 495, 498, 499, and 699	$5.50	$5.50	-	$180.00	$220.00

Montebello Bus Lines and Norwalk Transit

Figure 3-10 presents the Montebello Bus Lines and Norwalk Transit service frequency by route. Similar to the service frequency for Foothill Transit, service frequency for Montebello Bus lines ranges from 8 to 55 minutes on weekdays and 18 to 65 minutes on weekends. Norwalk Transit service frequency ranges from 30 to 80 minutes depending on time of day and day of week. Table 3-7 summarizes the fares and passes offered by Montebello Bus Lines.

Montebello Bus Lines

	WEEKDAY			SATURDAY		SUNDAY	
LINE	PEAK	DAY	EVE	DAY	EVE	DAY	EVE
10	10-15	12	20-30	12	30	12-15	30
20	17	17	15-30	18	30	18	30
30	45-50	50	50	60-65	60-65	60-65	60-65
40	8-12	11	20-30	15	20-30	15	20-30
50	30	30	45-55	60	60	–	–
60	20-40	35-40	–	–	–	–	–
70	30-35	35	–	–	–	–	–
90	20-60	–	–	–	–	–	–

Norwalk Transit

	WEEKDAY			SATURDAY		SUNDAY	
LINE	PEAK	DAY	EVE	DAY	EVE	DAY	EVE
1	30	30	30	45	–	45	–
3	60-80	60-80	–	–	–	–	–
7	50	50	–	60	–	–	–

Figure 3-10 Montebello Bus Lines and Norwalk Transit – Service Frequency by Route

Table 3-7 Montebello Bus Lines – Fares and Passes

FARE TYPE	Adult	Student	Senior/Disabled
Base Fare	$1.10	$0.75	$0.50
Express Fare	$1.30	$1.30	$1.30
Interagency Transfer	$0.25	$0.25	$0.10
Day Pass	$3.00	$2.00	$1.50
Monthly Pass	None	$30.00	None

3.3.2 Municipal Transit/Mobility Services

Profiled below are descriptions of the following local fixed-route and demand-response services:

- Montebello Bus Lines (fixed route & DR-taxi)
- City of Claremont - Dial-a-Ride (DR & taxi)
- Pomona Valley Transportation Authority (DR & DR-taxi)
- City of Duarte (fixed route)
- City of Covina (Demand Response)
- City of Arcadia - Arcadia Transit (fixed route & DR)
- City of Monrovia (Demand Response)
- City of El Monte (fixed route & commuter shuttles)
- Los Angeles County Shuttles (fixed route)

Figures 3-11 and 3-12 present salient operating characteristics and financial performance of these transit services, respectively.

Montebello Bus Lines (fixed route & DR-taxi)

Fixed Route: The Montebello Bus Lines has seven Bus routes in Los Angeles with 719 Bus stops. Their bus routes cover an area from the North (San Marino) with a stop at Huntington & Granada to the South (La Mirada) with a stop at La Mirada & Ocaso. Their most western stop is Hill & Washington (Downtown LA) and the most eastern stop is Whittier & Santa Gertrudes (Whittier).

Montebello Dial-A-Taxi Program: Participants must be Montebello residents 62 years old and/or disabled (any age) or Medicare card holders.

Service Area: Dial-A-Taxi provides transportation services within the City Of Montebello. Medical trips are allowed outside City boundaries, but within the designated DAT service area.

Dial-A-Taxi Fares: Dial-A-Taxi provides 26 rides per month with a payment of $1.00 per one way that is paid directly to the driver when the Dial-A-Taxi customers presents their card.

Service Hours: Dial-A-Taxi service is available 24 hours a day, 7 days a week, including holidays.

Montebello Link Service - MBL contracts five Metrolink feeder lines known as the Montebello Link. The Montebello Link is a semi-fixed-route feeder service to and from the Montebello Metrolink Station. This reservation based service utilizes shuttles that meet each arriving Metrolink train in the morning and takes passengers to their respective work sites. The same shuttle picks up Metrolink passengers from their work sites and drops them off at the Metrolink Station in the afternoon.

City of Claremont - Dial-a-Ride (DR & taxi) / Pomona Valley Transportation Authority

Dial-a-Ride: General public, curb-to-curb, shared ride cab service. One-way fares are:

- General public (within Claremont): $2.50
- Seniors & disabled (within Claremont): $1.50
- Travel outside Claremont (all riders): $4.00

Get About is a door-to-door transportation service for registered seniors (age 60 and older) and disabled persons of any age to any destination within the four cities Get About serves—Claremont, La Verne, Pomona, and San Dimas—and to selected destinations in adjacent areas (e.g. Montclair Plaza).

Get About hours of operation: Weekdays: 6:00am - 7:30pm; Saturday: 8:30am - 5:00pm; Sunday: 7:30am - 5:00pm

Fares: regular service area - $1.00; extended service area - $2.00

City of Duarte (fixed route)

In April 2019, the City in conjunction with Foothill Transit introduced a fleet of new, 35 foot electric buses that operate on existing Duarte transit routes - Line 860 Duarte Blue and Line 861 Duarte Green

City of Covina (Demand Response)

The City's Dial-A-Ride Program provides curb-to-curb transportation service within City limits for registered Covina Residents, and also travels to local medical and government offices within a three (3) mile radii of Covina. Residents 60 years of age or older and those under 60 with an Access Services membership (or approved ADA Application) are eligible for the program.

Dial-A-Ride operates weekdays from 7am - 5:30pm and weekends from 7am - 3pm.

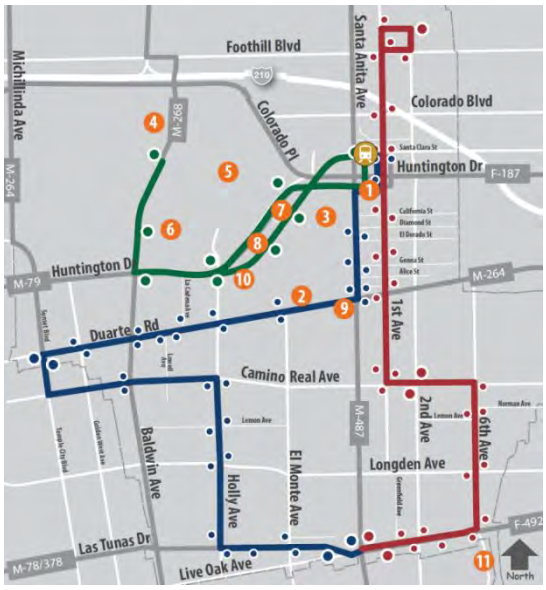
Dial-a-Ride fares are:

- Trips to/from City Hall, the Senior & Community Center and other City facilities are free
- Trips within the City of Covina and to the Eastland Shopping Center are 25¢ one-way
- Trips for appointments up to three miles outside of Covina city limits are $2.00 one-way
- Trips to Kaiser Permanente in Baldwin Park/Irwindale and City of Hope in Duarte are $4.00 one-way

City of Arcadia - Arcadia Transit (fixed route & DR)

Arcadia Transit fixed-route provides general public transit service on three bus lines - Green, Blue, and Red.

- Green Line (Huntington Drive / Baldwin Avenue): Green Line connects the Metro Gold Line Arcadia Station with Santa Anita Park, City Hall, Methodist Hospital, Westfield Santa Anita Mall and Los Angeles County Arboretum.
- Blue Line (Holly Avenue / Duarte Road): Blue Line runs east-west along Duarte Road and north-south along Holly Avenue, connecting communities in the southwest Arcadia to many local activity centers and the Gold Line Arcadia Station.
- Red Line (First Avenue / Sixth Avenue): Red Line runs north-south along First Avenue and Sixth Avenue connecting communities in the east of Arcadia to many local activity centers and the Gold Line Arcadia Station.



Fare Schedule:

- General (5-62 years old) – $0.50 with one free transfer between Arcadia fixed-route lines
- Seniors (62 & older) – Free
- Persons with Disabilities – Free

Arcadia Transit Dial-a-Ride offers curb-to-curb shared transportation to seniors and persons with disabilities. The Dial-a-Ride service area is any destination within City limits. Eligibility includes: Seniors who are 62 or more years old; or people who are younger than 62 years, but with a disability.

Dial-A-Ride Service Hours: Monday-Friday: 7:00 a.m. - 9:00 p.m. and Saturday & Sunday: 7:00 a.m. - 7:00 p.m.

Dial-A-Ride Fares: $0.50 per person per ride; $5 monthly pass

City of Monrovia (Demand Response)

GoMonrovia program was introduced in March 2020. GoMonrovia provides subsidized Classic Lyft rides at a flat fare of $3.00 as long as the pickup and drop-offs are within the coverage area. The GoMonrovia service area includes the City of Monrovia and Target in Duarte (a designated transfer point to Duarte Transit). Service is also available to medical appointments at physician's offices within three miles of the City's limits, as well as the City of Hope.

Monrovia Transit is now a closed system for ADA passengers only. This change was made to ensure the ADA accessible vehicles are reserved for those who need special accommodations.

City of El Monte (fixed route & commuter shuttles)

El Monte Transit (Trolley): The City of El Monte operates its own in-town transit system. Previously known as "the El Monte Trolley Company," El Monte Transit operates low floor transit buses on five fixed-routes that provide transportation for residents to most major shopping areas, recreation facilities and most schools within the city. Fare is .50 cents per ride. Hours of operation are Monday-Friday 6 a.m. to 7:15 p.m. and Saturday-Sunday 9:30 a.m. to 4:00 p.m. All buses leave from the El Monte Trolley Station located at 3650 Center Avenue approximately every 50 minutes.

El Monte Commuter Shuttles: El Monte Commuter Shuttle operates Monday through Friday during peak morning commute periods and at mid-day, providing connections between the El Monte Metrolink Station and the Flair Park Business District, the Civic Center and the El Monte Bus Station. The same shuttles will return riders to the El Monte Metrolink Station during the peak afternoon and evening commutes. These shuttles are Metrolink "free transfers" eligible with a valid Metrolink ticket or pass. Non-Metrolink riders must pay .50 cents per ride. El Monte shuttle buses are clean fuel Compressed Natural Gas (CNG) buses.

Los Angeles County Shuttles (fixed route)

Los Angeles County Public Works provides shuttle services throughout the county to provide residents access to high-demand destinations and connectivity to other area transit services. The following three shuttles operate within the East San Gabriel Valley:

- Avocado Heights/Bassett/West Valinda Shuttle: This shuttle provides transit services to shopping centers, community centers, public parks, recreation areas, and schools. Specifically, these destinations include Sunkist Library, Bassett Park and Senior Center, Torch Middle School, Bassett High School, and San Angelo Park. This shuttle also connects with Foothill Transit, La Puente Link, and Metro transit services. Eastbound and westbound services operate Monday-Saturday 7 a.m. to 7 p.m.
- Heights Hopper Shuttle: This shuttle provides transit service to shopping centers, community centers, libraries, and public parks within Rowland Heights and Hacienda Heights. Specific destinations include Hacienda Heights Library, Rowland Heights Community Center, Schabarum Park, Puente Hills Shopping Mall, Rowland Heights Park, Hacienda Heights Community Center, and Rowland Heights Library. It also connects with Foothill Transit services. Eastbound and westbound services operate Monday-Saturday 8 a.m. to 7:15 p.m.
- East Valinda Shuttle: Thus shuttle provides transit service to shopping centers, community centers, public parks, recreation areas and employment locations within the area. Specific destinations include Rimgrove Park, Sunshine Park, Industry Hills Recreation Center, The Heights at West Covina, and Nogales High School. This shuttle connects with Foothill Transit, La Puente Link, Metro, and West Covina's GO WEST transit services. Eastbound and westbound services operate Monday-Saturday 5:45 a.m. to 6:45 p.m.

General fare for all of these shuttles is 25 cents per trip. Senior citizens (60 and older), persons with disabilities, and children five years old and younger ride for free. The shuttles also accept Metro 30-day and EZ passes as cash fare.

City / Agency	Service Population	Vehicles Operated at Maximum Service (VOMS)	Annual Vehicle Revenue Hours (VRH)	Unlinked Passenger Trips		Vehicle Revenue Hours	
				Fixed Route	Demand-Response	Fixed Route	Demand-Response
Foothill Transit (fixed route)	1,515,800	303	858,500	12,053,300	0	858,500	0
Montebello Bus Lines (fixed route & DR-taxi)	315,070	107	240,940	5,258,000	70,375	235,650	5,290
City of Claremont - Dial-a-Ride (DR & taxi)	36,700	86	28		26,670		3,130
Pomona Valley Transportation Authority (DR & DR-taxi)	252,880	37	37,560		144,010		37,560
City of Duarte (fixed route)	21,725	2	4,980	108,925		4,980	
City of Covina (Demand Response)	48,510	5	7,055		20,670		7,055
City of Artcadia - Arcadia Transit (fixed route & DR)	56,365	14	27,440	53,840	23,900	13,575	13,865
City of Monrovia (Demand Response)	36,590	9	7,965		15,480		7,965
City of El Monte (fixed route & DR)	201,890	13	34,470	429,090	24,770	25,640	8,830

Figure 3-11 Operating Characteristics

City / Agency	Total Operating Expenses		Fixed Route Trips per Capita	Fixed Route Cost per Capita	Trips per (Revenue) Hour		Cost per Trip	
	Fixed Route	Demand-Response			Fixed Route	Demand-Response	Fixed Route	Demand-Response
Foothill Transit (fixed route)	$ 95,928,300	$ -	7.95	$ 63.29	14.04		$ 7.96	
Montebello Bus Lines (fixed route & DR-taxi)	$ 27,920,000	$ 493,560	16.69	$ 88.62	22.31	13.30	$ 5.31	$ 7.01
City of Claremont - Dial-a-Ride (DR & taxi)		$ 465,730		$ -		8.52		$ 17.46
Pomona Valley Transportation Authority (DR & DR-taxi)		$ 3,531,000		$ -		3.83		$ 24.52
City of Duarte (fixed route)	$ 518,365		5.01	$ 23.86	21.87		$ 4.76	
City of Covina (Demand Response)		$ 396,185		$ 8.17		2.93		$ 19.17
City of Artcadia - Arcadia Transit (fixed route & DR)	$ 982,480	$ 991,790	0.96	$ 17.43	3.97	1.72	$ 18.25	$ 41.50
City of Monrovia (Demand Response)		$ 533,010		$ 14.57		1.94		$ 34.43
City of El Monte (fixed route & DR)	$ 2,093,490	$ 948,810	2.13	$ 10.37	16.74	2.81	$ 4.88	$ 38.30

Figure 3-12 Financial Performance

3.3.3 Conclusions

The profile of existing transit/mobility services will inform on the identification and analysis of mobility gaps (Task 3.2). Informed by an understanding of existing conditions as well as familiarity with the emerging mobility landscape, the following key issues are presented for consideration in advancing the identification and analysis of mobility gaps:

- Lack of an integrated mobility platform for customers to search travel options.
- Geographic and time gaps in the existing services leaving customers to choose non-transit options. A particular challenge in some of the unincorporated areas of ESGV.
- Service frequencies (by time of day and/or day of week) are unattractive to 'choice' riders.
- Limited or no options for short distance trips leaving customers relying on single occupancy vehicles(SOVs).

Consumer preferences and expectations for personal mobility are changing. Transit customers want:

- ***Schedule information in real time.***
- ***Direct point-to-point travel.***
- ***Convenient "first mile-last mile" options integrated into transit trips.***
- ***Ability to hail a ride and make same-day reservations.***

- Dial-a-ride being the only option for both short and long-distance trips to common destinations (shopping,healthcare, recreational, commercial) not served by fixed-route transit.
- Dial-a-ride services typically are provided within prescribed (restricted) service areas and/or have restricted eligibility.
- Lack of first/last mile connectivity options that may promote use of fixed route transit.

3.4 Active Transportation

A comprehensive mobility plan for the East San Gabriel Valley requires a review of existing and ongoing efforts related to active transportation. This section presents an overview of existing active transportation plans, policies, projects, and opportunities on a regional and local scale.

3.4.1 Regional Planning Efforts

(2016) LA Metro Active Transportation Strategic Plan

The Active Transportation Strategic Plan (Plan) is Metro's county-wide effort to identify strategies to increase walking, bicycling and transit use in Los Angeles County. The Plan's policy and infrastructure recommendations will require collaboration between Metro, local and regional agencies, and other stakeholders to ensure implementation. The Plan will focus on improving first and last mile access to transit and propose a regional network of active transportation facilities, including shared-use paths and on-street bikeways, and develop a funding strategy to get them built. It also serves to update Metro's 2006 Bicycle Transportation Strategic Plan and to support implementation of Metro's Complete Streets Policy and Countywide Sustainability Planning Policy.

(2016) The Gold Line Foothill Extension 2B First/Last Mile Plan

Metro coordinated with the Foothill Gold Line Construction Authority and the cities of Glendora, San Dimas, La Verne, Pomona, and Claremont to create first/last mile station area plans for the Foothill Gold Line extension. The First/Last Mile Plan identifies pathways and physical improvements that will help people walk to, bike to, and otherwise access the future stations along the 12.3-mile extension. Improvements include wayfinding signage, crosswalks, and enhanced sidewalk and bike infrastructure.

(2019) The San Gabriel Valley Regional Active Transportation Plan and Greenway Network Study

This study intended to guide the development and maintenance of a comprehensive active transportation network and supportive non-infrastructure programs within the cities of Glendora, Irwindale, La Puente, Monrovia, and Montebello for the next 20 years, while identifying priority off-street greenway corridors for development throughout the entire San Gabriel Valley. The San Gabriel Valley Regional Active Transportation Plan provides strategies and actions to improve conditions for walking and bicycling in each partner city. As a means of bettering the walking and bicycling environment, this Plan provides direction for expanding and upgrading the existing active transportation network, closing key gaps within the project cities, and connecting to facilities in adjacent cities and unincorporated Los Angeles County communities. In addition to providing infrastructure recommendations, the Plan offers recommendations for education, encouragement, enforcement, and evaluation programs.

(2014) San Gabriel Valley Regional Bicycle Master Plan: The San Gabriel Valley Regional Bicycle Master Plan

This plan is intended to guide the development and maintenance of a comprehensive bicycle network and set of programs within the cities of Baldwin Park, El Monte, Monterey Park, San Gabriel, and South El Monte for the next 20 years. The San Gabriel Valley Regional Bicycle Master Plan provides a broad vision, as well as strategies and actions, to improve conditions for bicycling throughout the region as well as in each partner city. As a means of bettering the bicycling environment, this Plan provides direction for expanding the existing bikeway network, closing key gaps within the project cities, and connecting to bicycle facilities in adjacent cities and unincorporated Los Angeles County communities. In addition to providing recommendations

for bikeways and support facilities, the Plan offers recommendations for education, encouragement, enforcement, and evaluation programs.

(2020) East San Gabriel Valley Active Transportation Plan

With a Sustainable Communities Grant from the California Department of Transportation, Los Angeles County Public Works developed an active transportation plan to promote walking, biking, and transit use among the 21 unincorporated communities in the East San Gabriel Valley. The Plan utilized community input and coordination with neighboring cities to highlight 15 corridors in the East San Gabriel Valley and provide recommendations for intersection improvements to enhance active transportation options.

Alameda Corridor-East (ACE) Project

Freight and goods movement is a major part of the economy and land use in the area, often impacting local communities through truck traffic and congestion, road quality issues, and potentially truck idling. The Alameda Corridor-East (ACE) Construction Authority was established in 1998 by the San Gabriel Valley Council of Governments (SGVCOG) as a single-purpose construction authority to implement a construction program intended to mitigate the vehicle delays and collisions at rail-roadway crossings resulting from growing freight rail traffic in the San Gabriel Valley of 23 at-grade crossings) and safety and mobility upgrades at 53 crossings. Construction has been completed on fourteen rail-roadway grade separations. Three grade separations are under construction with another two grade separations and eight crossing safety projects in the design phase. Jump Start safety improvements have been completed at 40 at-grade crossings.

(2021) Multimodal Regional Corridor Plan for Arrow Highway

The Arrow Highway Multimodal Regional Corridor is envisioned to provide improved connections for all road users to and between the communities of the northeast San Gabriel Valley. The project focuses on the Arrow Highway corridor as it provides access to all five cities within the project area and closely follows the Gold Line Foothill Extension. This project builds on previous and ongoing planning efforts in the San Gabriel Valley to help encourage active transportation and improve connections to the region. This Plan represents a collaborative effort amongst multiple cities and agencies, with assistance from a consultant team focused on active transportation. The Cities of Glendora, San Dimas, La Verne, Pomona, and Claremont worked with the San Gabriel Valley Council of Governments (SGVCOG) and the Southern California Association of Governments (SCAG).

(2020) SCAG Connect SoCal – The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy

Rooted in past Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) plans, Connect SoCal's "Core Vision" centers on maintaining and better managing the transportation network we have for moving people and goods, while expanding mobility choices by locating housing, jobs and transit closer together and increasing investment in transit and complete streets. The goals of Connect SoCal fall into four core categories: economy, mobility, environment and healthy/complete communities. The plan explicitly lays out goals related to housing, transportation technologies, equity and resilience in order to adequately reflect the increasing importance of these topics in the region, and where possible the goals have been developed to link to potential performance measures and targets. The plan's guiding policies take these goals and focus them, creating a specific direction for plan investments.

3.4.2 City-level Active Transportation Plans and Projects

This section outlines the previous and ongoing active transportation efforts in each city in the East San Gabriel Valley Planning Area.

Azusa

- The City of Azusa, Planning Committee, California Walks (Cal Walks), and the University of California at Berkeley's Safe Transportation Research and Education Center (SafeTREC) collaboratively planned and facilitated a Community Pedestrian and Bicycle Safety Training (CPBST) in Azusa on September 14, 2019. The CPBST is a joint project of California Walks and SafeTREC (Project Team) that works with local residents and safety advocates to develop a community-driven action plan to improve walking and biking safety in their communities by collaborating with local officials and agency staff. This resulted in the Azusa Downtown Pedestrian & Bicycle Safety Workshop Summary and Recommendations with recommendation from the community, Walks & UC Berkeley SafeTREC provided recommendations.
- The city of Azusa has recently begun a one-year effort to develop its first Pedestrian Master Plan. Azusa Walks will provide an overview of the pedestrian travel network in the city, identify barriers, and provide options to improve conditions that will encourage walking such as sidewalks and crosswalk improvements.

Claremont

- Currently has a Metrolink station and is a future location of a Metro Gold Line Station.
- Included in the 2016 Gold Line Foothill Extension 2B First/Last Mile Plan and 2021 Multimodal Regional Corridor Plan for Arrow Highway.
- Recently completed The Foothill Boulevard Master Plan Improvements, which includes general road improvements as well as protected bike lanes, pedestrian walkways, bio-swales and stormwater catchments.

Covina

- Currently has a Foothill Transit Station (Covina Transit Center) and Metrolink Station.
- In September 2011, the City approved the Covina Bicycle Master Plan and Downtown Covina Pedestrian and Bicycle Planning Study. 2011 also saw the City be awarded over $800,000 in funding for bicycle lanes on Citrus Avenue, Second Avenue, Badillo Street and Azusa Ave, as well as the development of a second bike station in the downtown area.
- In very early stages of developing Active Streets and Multimodal Connectivity in downtown area near Foothill Transit Station and Metrolink.

Diamond Bar

- Updated General Plan in 2019 including updates in Circulation Element to incorporate Complete Streets Policies and Frameworks.

Glendora

- Participates in the development of the 2016 The Gold Line Foothill Extension 2B First/Last Mile Plan, 2019 The San Gabriel Valley Regional Active Transportation Plan and Greenway Network Study, and 2021 Multimodal Regional Corridor Plan for Arrow Highway.
- In anticipation of the arrival of the Metro Gold Line to Glendora, the City of Glendora is preparing to make improvements that will create a more pedestrian- and bicycle-friendly station area including the 2020 First/Last Mile Project Concepts Plan and demonstration project including Temporary Protected Bike Lane and Crosswalk Improvements.

Industry

- The City of Industry Metrolink station is the busiest station in the entire Metrolink system.
- The City of Industry is bordered by many major freeways and highways: Interstate 10, the Pomona Freeway (State Route 60), the San Gabriel River Freeway (Interstate 605), the Orange Freeway (State Route 57), and the Chino Valley Freeway (State Route 71).
- More than 50 major trucking lines are franchised to serve the area. The City of Industry allows 24 hour a day business operations, on roads that are designed for large truck operations.

La Puente

- A part of 2019 The San Gabriel Valley Regional Active Transportation Plan and Greenway Network Study. Projects near transit stations and downtown areas should be implemented first as they are often in highest demand. Priority corridors identified.
- The recommendations in this plan aim to build a network of inclusive and comfortable bikeway facilities. These are commonly known as “8 to 80” facilities, where children, adults, and seniors all feel safe and comfortable using a bicycle.

La Verne

- Recently updated Active Transportation Plan as a part of larger Mobility Element update for General Plan.
- Regionally placed within the 2016 The Gold Line Foothill Extension 2B First/Last Mile Plan and 2021 Multimodal Regional Corridor Plan for Arrow Highway.
- Has active transportation projects moving forward including bicycle and pedestrian facilities along White Avenue, Arrow Highway, and a proposed Class I bike path/bridge project on Puddingstone. All would provide direct connection and linkages to both Metrolink and proposed Metro Gold Line Station as well as connectivity to local bus transit routes.

Pomona

- Developed Active Transportation Plan: Bicycle Master Plan and Pedestrian Master Plan in 2012, proposing a system of bikeways connecting neighborhoods to key activity centers throughout the City, developing support facilities, such as bike parking, and education programs, and by identifying recommendations for improving bicyclist safety. It also contains detailed recommendations for improving pedestrian safety and comfort at intersections and for prioritizing the installation of sidewalks where they do not currently exist.
- A part of the 2016 Gold Line Foothill Extension 2B First/Last Mile Plan and 2021 Multimodal Regional Corridor Plan for Arrow Highway.
- The 2019 Active Transportation Planning (ATP) Grant awarded the city a $9.2 million grant aimed at improving active modes of transportation, such as biking and walking. The city expects to use some of those funds to add 10 miles of bike lanes and close a gap in the city’s infrastructure. Funds will also be used to install traffic calming measures on nearly two miles of streets to reduce speeding and improve safety. Pomona has also identified 14 intersections — near school sites and parks. Completion of this project will bring City’s active transportation network to more than 50% complete.

San Dimas

- Developed Bicycle Master Plan in 2011.

- A part of the 2016 Gold Line Foothill Extension 2B First/Last Mile Plan and 2021 Multimodal Regional Corridor Plan for Arrow Highway.

Walnut

- The City is served by the Foothill Transit bus system and is located within a mile of the Industry Metrolink station.
- Recent (2018) West Valley Specific Plan, near unincorporated Rowland Heights and the City of Industry, calls improvements and outlines accommodation to create a walkable form and improved multimodal accessibility, connectivity, and safety.

West Covina

- Developed first City of West Covina Active Transportation Plan in 2018. The plan provides a vision and set of prioritized strategies and tools to enhance the City's streets to be more comfortable, safe, and inviting to drivers, pedestrians and bicyclists of all ages and abilities. The Plan offers a balanced strategy for providing transportation alternatives (walking, bicycling, transit riding, or driving) in the public realm. Priority Projects identified in this Plan can be implemented in a relatively short time frame (within 5 years).
- Developed City of West Covina Safe Routes to School Plan in 2011.

3.4.3 Unincorporated Communities Characteristics Relevant to Active Transportation Planning

Avocado Heights

- Community spans 2.5 square miles and is located in the western part of the East San Gabriel Valley Planning Area. The topography is relatively flat and main streets are ordered in a grid making it easy to get across the community
- Avocado Heights Trail runs along residential streets through the center of Avocado Heights connecting to the San Jose Creek Trail at the southern end of the community.
- Popular horse-riding community.

Charter Oak

- Approximately 1 square mile located in northern portion of the East San Gabriel Valley Planning Area. Most residential streets in Charter Oak end in cul-de-sacs and dead-ends. These streets often connect to main roads via a frontage road, which separates traffic in residential areas from major roads. However, the median and sidewalks between the frontage roads and main roads often lack landscaping, shade, wayfinding, and other pedestrian amenities.
- The main roads in Charter Oak include Arrow Highway, Cienega Ave., and Covina Blvd. The community is accessed by I-210 and SR-57. Arrow Highway is a historically important corridor that connects western areas to the Inland Empire.
- The Metrolink San Bernardino line goes through the community. The closest rail stop to the community is Covina Station in the City of Covina.

Covina Islands

- Community is approximately 1.3 square miles and located in the northwest part of the East San Gabriel Valley Planning Area. Community consists of five separate area with a largely flat terrain and curing streets with many cul-de-sacs. The I-210 Freeway and Big Dalton Wash bisect the community
- Many of the major streets are paralleled by frontage streets that buffer neighborhoods from traffic on the main roads. The Covina Metrolink station is located nearby.

East Azusa

- This community contains three separate geographic areas, totaling approximately 275 acres. The north and west areas are mostly natural, hilly areas and can only be accessed by private roads. The south residential section is partly located on flatter land with straight streets, while curving roads rise into the hillside. East Sierra Madre Avenue runs through this residential section.

East Irwindale

- This community is approximately 1.5 square miles and located in the northwestern portion of the East San Gabriel Valley Planning Area. East Irwindale is largely flat with a curvilinear street layout mostly ending in cul-de-sacs. Many major streets in the community are paralleled by frontage streets that serve local residents. The area includes many major highways (Azusa Ave., Arrow Highway, Badillo St.) and is bisected by a railroad right-of-way.

East San Dimas

- East San Dimas consists of two separate communities, is approximately 0.21 square miles, and located in the northeast portion of the East San Gabriel Valley Planning Area. Homes are located along smaller streets that end in cul-de-sacs. Many of the streets within the community are not well connected, requiring pedestrians or vehicles to exit and re-enter the community from a different side. I-210 freeway runs through the community.

Glendora Islands

- The Glendora Islands total 229.5 acres and are located in the northern part of the East San Gabriel Valley Planning Area. The community largely consist of hilly, natural areas and open space.

Hacienda Heights

- Hacienda Heights is an 11.9 square mile community located in the southwest part of the East San Gabriel Valley. The community is largely developed with single family residences in a suburban development pattern with cul-de-sacs and winding roads.
- Hacienda Heights has a Community Plan, which was adopted in 2011, and which guides the community's development and addresses concerns regarding circulation.

North Claremont

- North Claremont is located in the northeast part of the East San Gabriel Valley. Padua Hills is the developed, residential portion of this community and Mount Baldy Road is the main access road to this residential subdivision.

North Pomona

- North Pomona consists of two separate areas and is approximately .051 square miles. It is located in the northeast portion of the East San Gabriel Valley. The northern part is a mobile home park, and the southern area is a small collection of single-family homes laid out in a street grid. The community is served by the primary highways of Towne Avenue to the east and Garey Avenue to the west. Both highways connect to Foothill Boulevard.

Northeast La Verne

- No active transportation planning data available at this level.

Northeast San Dimas

- No active transportation planning data available at this level.

Rowland Heights

- Rowlands Heights is approximately 13 square miles and located in the southern part of the East San Gabriel Valley. The community of Rowland Heights has been developed around the car, with many cul-de-sacs and few through streets due to its hilly topography. The Rowland Heights Community Plan was adopted in 1981 to guide development and improve mobility.

South Diamond Bar

- No active transportation planning data available at this level.

South San Jose Hills

- The South San Jose Hills area is 1.5 square miles and located in the southern portion of the East San Gabriel Valley Planning Area. The community is largely made up of small curving residential streets with access points to the major roads along its boundaries.

South Walnut

- No active transportation planning data available at this level.

Valinda

- Valinda is 2 square miles and located in the southwest portion of the East San Gabriel Valley Planning Area. The topography of the community is relatively flat. The community's residential streets end in cul-de-sacs and do not connect to major roads. Valinda has several proposed bikeways along Amar Road, Maplegrove Street, the Puente Creek Channel, and Echelon Avenue. There are existing bikeways along the main roads at Temple Avenue and Valinda Avenue.

Walnut Islands

- Walnut Islands is a 3.8 square mile community in the central part of the East San Gabriel Valley Planning Area. The area is mostly hilly land, and is developed with single-family residences in a suburban development pattern with cul-de-sacs. Grand Avenue is a designated parkway and serves as the western border for much of the community. Walnut Islands is bisected by the I-10 Freeway.

West Claremont

- Western Claremont is approximately 1.2 square miles and located in the northeastern portion of the East San Gabriel Valley Planning Area. The western part of the community consists of hilly terrain with curving streets. The eastern part is designed with streets ending in cul-de-sacs. The community is adjacent to the I-210 Freeway and accessible primarily through Baseline Road.

West Puente Valley

- West Puente Valley is 1.9 square miles located in the southwest portion of the East San Gabriel Valley. The topography is relatively flat with many of the smaller residential streets terminating in cul-de-sacs without direct access to major roads.
- West Puente Valley has several existing and proposed bikeways including the following:

- For east/west connections, Fairgrove Avenue is proposed as a bike boulevard connecting to Valinda.
- For north/south connections, Puente Avenue is proposed as a bike path connecting to Avocado Heights.
- Sunset Avenue and Temple Avenue have existing bikeways.

West San Dimas

- West San Dimas is 0.3 square miles and located in the northern portion of the East San Gabriel Valley Planning Area. The western half of the community consist of single-family homes clustered around curving streets that terminate in cul-de-sacs and can only be accessed through Mesarica Road off Puente Street. The eastern half is undeveloped and privately owned.

Pellissier Village/Whittier Village

- Pellissier Village is 0.31 square miles and located in the southwest part of the East San Gabriel Valley Planning Area. The community is predominantly residential and primarily accessible only from Kella Avenue and Peck Road. Pellissier Village has a long standing equestrian culture, with many homes in the community involved in horse-keeping.

South El Monte Island

- Unincorporated South El Monte Island is 0.13 square miles and located in the west part of East of San Gabriel Valley Planning Area. The area is predominantly residential and laid out in a gridded street network.

Unincorporated North Whittier

- Unincorporated North Whittier is 0.19 square miles and located in the west part of the East San Gabriel Valley Planning Area. I-605 and SR-60 run through the center of the community, dividing it into four separate areas. Workman Mill Road which runs northeast/southwest is the primary road used to access the residential areas. It is designated as a major highway, crossing San Jose Creek to the north into the unincorporated community of Avocado Heights.

3.4.4 Pedestrian and Bicyclist Safety

To provide an overview of existing and proposed active transportation in the East San Gabriel Valley, Figures 3-13 and 3-14 present the locations of pedestrian and bicycle collisions reported to the Statewide Integrated Traffic Records System (SWITRS) over the five-year period between 2014 and 2018. Fifty-eight percent of all the collisions reported during this timeframe involved pedestrians and 42 percent involved bicyclists.

Los Angeles County's Vision Zero Plan aims to reduce traffic deaths and severe injuries on unincorporated County roadways through 2025. Consistent with this initiative, it will be important to highlight these areas for potential safety improvements in future tasks of this project to ensure that active transportation improvements are planned that are safe for bicyclists and pedestrians who already use these corridors and to encourage further travel by these modes.

Pedestrian Collision Density

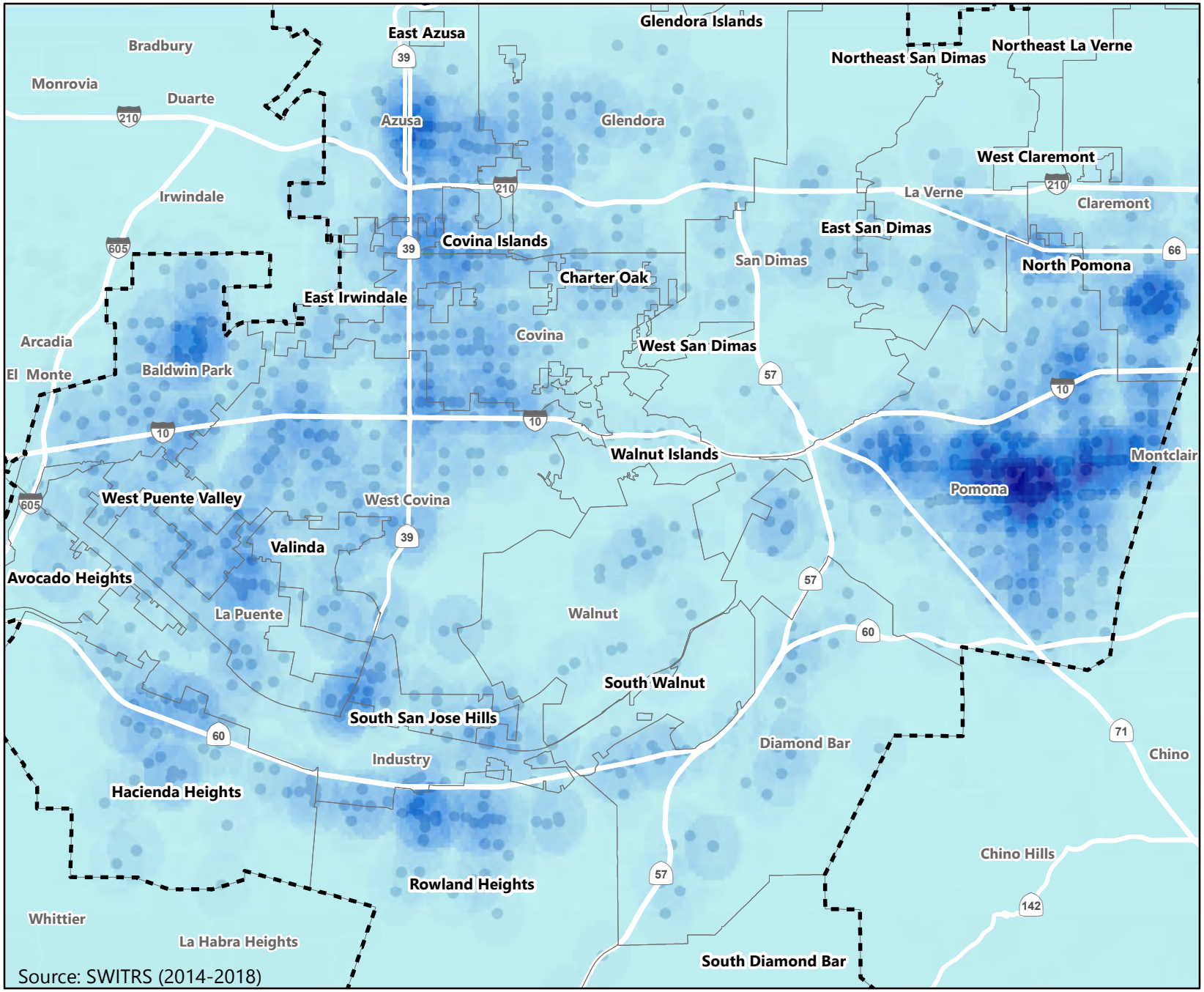
According to SWITRS, from the five-year period between 2014 and 2018, a high density of pedestrian collisions appears in the eastern portion of the study area in Pomona, along Colima Road in Rowland Heights, Baldwin Park, and along SR 39 in Azusa. The density of pedestrian collisions is low to moderate, but still considerable, in Covina at the interchange of I-10 and SR 39, in West Puente Valley, along SR 66 in Hacienda Heights and Rowland Heights, and in Valinda.

Improvements to the pedestrian network should be prioritized in these areas to increase pedestrian comfort, safety, and connectivity.

Bicyclist Collision Density

Bicyclist collision density followed a similar geographic pattern to the pedestrian collision density map. According to SWITRS, bicyclist collision density was highest in the City of Pomona, south of I-10. Moreover, bicyclist collision density was moderate to high in East Azusa along SR 33, in Baldwin Park along I-10, and in La Puente. Bicyclist collision density was low to moderate, but still significant, in North Pomona, Claremont, Glendora, East Irwindale, Covina, West Puente Valley, and Rowland Heights.

Identifying locations where bicyclist collision density is high is crucial to the planning process, as it helps to identify where there is opportunity for improved bicyclist infrastructure. As noted in Figure 3.14, there are several proposed bikeways that flow throughout the ESGV planning area. However, although these bikeways flow through some areas where collision density is high, there is opportunity to build upon these connections in the City of Pomona, Baldwin Park, and East Azusa. This would have a positive impact on the number of bicyclist collisions within these communities.

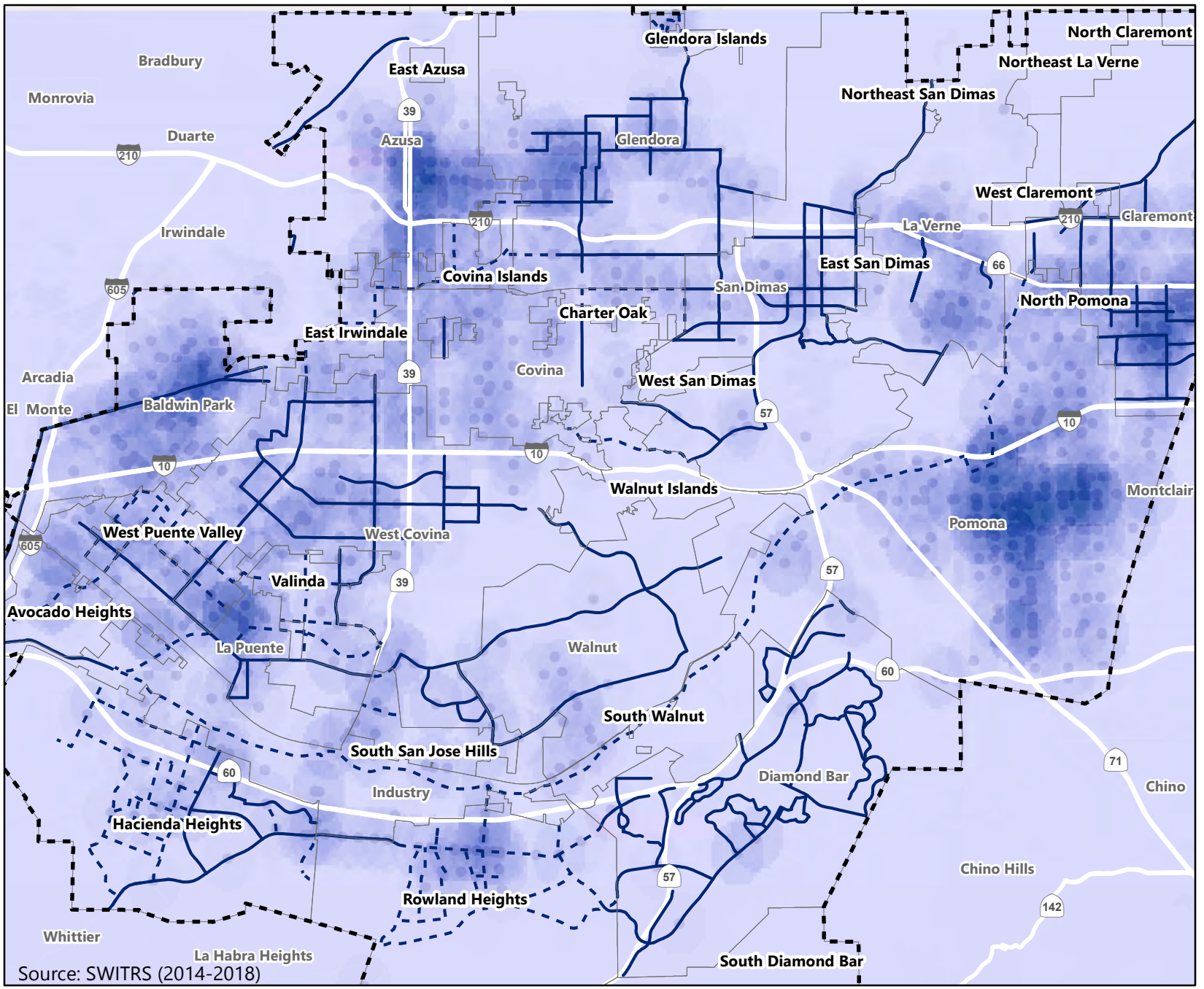


East San Gabriel Valley Mobility Action Plan

Figure 3-13: Pedestrian Collision Density

0 1.5 3 Miles

N



East San Gabriel Valley Mobility Action Plan

Figure 3-14: Bicyclist Collision Density

0 1.5 3 Miles

N

3.5 Generators/Attractors/Barriers Analysis

When analyzing conditions for safe walking and bicycling, indicators to mobility can be organized into three categories: generators, attractors, and barriers. These categories are described below:

- Generators: These are demographic and socioeconomic indicating potential pedestrian volume based on how many people live and work within each jurisdiction. Examples of generators are population and employment density and primary mode of transportation to work. Socioeconomic data examples include median household income, CalEnviroScreen scores, vehicle ownership, and age density.
- Attractors: These are pedestrian-related geographic features likely to attract pedestrians and bicyclists. Examples of these key destinations are schools, transit, community attractions, parks, shopping centers, hospitals/clinics, public service facilities, and employment centers/business parks.
- Barriers: These are features likely to discourage or detract people from walking or bicycling.

The indicators analyzed for this report are mapped and presented in Sections 2 and 3 and include:

- Generators (presented in Section 2):
    - Population density
    - Employment density
    - Senior Population
    - Low-Income Households
    - Vehicle Ownership
    - CalEnviroScreen SB 535-designated disadvantaged communities
- Attractors (presented in Section 2.4 and 3.3):
    - Key Destinations
    - Transit Services
- Barriers (presented in Section 3.4):
    - Pedestrian and Bicycle Collisions
    - Limited protected pedestrian and bicycle infrastructure
    - Uninviting pedestrian and bicycle paths
    - Limited pedestrian and bicycle amenities

Analysis of these three categories of indicators helps to identify areas of high need for active transportation improvements. Given the mapped results of these indicators presented in this report, these areas include the communities designated as disadvantaged, including the unincorporated communities of West Puente Valley, Valinda, North Whittier, and Walnut Islands, as well as the cities of Baldwin Park, parts of West Covina and southern Azusa, La Puente, and Pomona. These communities are also densely-populated and show high percentages of low-income households.

The communities with high percentages of zero-vehicle households include the unincorporated communities of Covina Islands, Charter Oak, West Puente Valley, and South Diamond Bar, with Walnut Islands, West San Dimas, and Glendora Islands also consisting of high percentages of senior-aged population. These areas may have a higher need for alternative modes of transportation to key destinations as presented in Section 2. Generally, the locations of pedestrian

and bicyclist collisions presented in Section 3 reinforce the need to plan for sufficient and improved infrastructure for pedestrians and bicyclists in these areas. These metrics will be further analyzed in Task 3.2 to identify specific focus areas for improvement.

3.6 Challenges and Opportunities

The preceding section discusses the existing mobility conditions in the ESGV, as they relate to mode share, auto travel, transit, active transportation, and generators or attractors. After a thorough review of these conditions, the following subsections highlight existing mobility conditions that have been identified as challenges within the ESGV. Moreover, these areas will serve as the baseline conditions to discuss opportunities for improvement.

Limited Transit Options

Residents in the East San Gabriel Valley are impacted by limited transit options and significant amounts of traffic, resulting from the subregion's location as a crossroads for traffic traveling between Los Angeles County, the Inland Empire, and Orange County. This condition creates substantial negative impacts for the community in terms of traffic congestion, air quality, and noise, all of which have an adverse effect on health and quality of life.

Limited Pedestrian and Bicycle Infrastructure

While there are a number of new bikeways planned within the East San Gabriel Valley, the current network is fragmented. A disconnected network makes travel via active transportation modes difficult and not welcoming. A lack of sufficient infrastructure, therefore, discourages use of these modes.

Pedestrian and Bicycle Collision Density

The areas with the highest amount of pedestrian and bicycle collisions tend to have insufficient infrastructure to support these modes of travel. The planned network could also be improved to extend coverage along more roads in the area, especially in the areas with the highest collisions, including Baldwin Park, East Azusa, and Pomona.

High Automobile Use

The analysis of mode share showed that a high percentage of commuters drive alone to get to work. This percentage is higher than the number of commuters who do so in Los Angeles County as a whole. Specifically, almost all census tracts within the East San Gabriel Valley show that over 50% of trips to work are taken by car, with the majority of census tracts showing percentages of 75% or more. These high percentages indicate a high level of automobile use in the study area and an opportunity to improve mobility options and encourage other modes of travel.

Population and Employment Density

The area's relatively concentrated pockets of population and employment density along some of the most-utilized corridors in the region implicate the need for special attention to the residents of unincorporated communities living along the major highways in the region, and particularly west of SR-39, to ensure that sufficient mobility options are planned, and the mobility needs of those communities are met. Additionally, the less dense central areas implicate a high usage of vehicle travel in these communities, further supported by the area's vehicle-dominant mode share.

These findings, along with the region's continuing development growth, present challenges to addressing traffic congestion. Additionally, while the Mobility Action Plan is focused on the unincorporated communities in the East San Gabriel Valley, coordination with surrounding cities will ensure a successful and cohesive regional approach to mobility. A more detailed analysis of the existing mobility conditions can provide further detail about these challenges and highlight opportunities to address them by planning for suitable land uses, expanding transit use and alternative modes of transportation, and innovative approaches to mobility services and technology.

4 Existing Land Use Plans/Local Context

To provide context to the demographic and mobility conditions in the planning area, the following section presents information related to land use, as mentioned in the Los Angeles County General Plan. It also includes a description of the land use characteristics present in each of the cities and unincorporated communities in the East San Gabriel Valley.

4.1 Regional Land Use Plans

4.1.1 County General Plan

The Los Angeles County General Plan is the foundational document for all community-based plans that serve the unincorporated areas. The purpose of the Planning Areas Framework is to provide a mechanism for local communities to work with the County to develop plans that respond to their unique and diverse character.

The General Plan provides goals and policies to achieve countywide planning objectives for the unincorporated areas, and serves as the foundation for all community-based plans, such as area plans, community plans, and coastal land use plans. Area plans focus on land use and policy issues that are specific to the Planning Area. Community plans cover smaller geographic areas within the Planning Area, and address neighborhood and/or community-level policy issues.

4.1.1.1 ESGV Area Plan

The General Plan provides goals and policies to achieve countywide planning objectives for the unincorporated areas, and serves as the foundation for all community-based plans, such as area plans, community plans, and coastal land use plans. An area plan will be prepared or updated for each of the County's eleven Planning Areas and will provide opportunities to update local planning tools such as community plans, specific plans and community standards districts.

The Area Plan project boundary encompasses three Supervisorial Districts, including the 1st, 4th, and 5th districts. The area within the project boundary is 210.55 square miles. There are 24 unincorporated communities and 13 cities within the project area. The unincorporated communities constitutes 51.59 square miles or 25% of the area. The Area Plan will establish land development goals, policies and implementation programs for the unincorporated communities in East San Gabriel Valley.

4.1.1.2 ESGV Planning Area Issues

The primary constraints in the ESGV Planning Area are a growing shortage of large blocks of developable land and worsening traffic congestion. Many of the traditional suburbs within the Planning Area are maturing and facing infrastructure capacity issues and limited mobility options. Specifically, solid waste and sewerage disposal are concerns. In addition, portions of the City of Diamond Bar, City of Pomona, City of San Dimas, City of Walnut, and the unincorporated areas are on septic systems, which are subject to failure and potential groundwater contamination if not properly maintained. Transportation improvements will be critical for the long-term economic health of the Planning Area. Traffic on the major east-west freeways, including I-10, I-210 and SR-60, is heavily congested during peak hours, with commuters generally traveling west in the morning for work and east in the evening to return home. The Planning Area also includes environmental and hazard constraints. The Puente Hills, which include portions of Rowland Heights and Hacienda Heights, contain fault traces and wildfire threats. Wildfires and landslides also pose safety hazards in the foothill communities.

Many of the traditional suburbs within the ESGV Planning Area are maturing and facing infrastructure capacity issues and limited mobility options. Transportation improvements will be critical for the long-term economic health of the ESGV Planning Area. The area also includes environmental and hazard constraints. The Puente Hills, which include portions of Rowland Heights and Hacienda Heights, contain fault traces and wildfire threats. Wildfires and landslides also pose safety hazards in the foothill communities. This Planning Area contains both established and conceptual Significant Ecological Areas (SEAs) as well, which identify specific sub-regions of biodiversity that require protection.

The General Plan identifies five Opportunity Areas, which should be considered for further study when preparing community-based plans. These areas include:

- Avocado Heights
    - A portion of Valley Boulevard in Avocado Heights, which is located between Temple Avenue and Vineland Avenue, is identified as an Industrial Flex District. Although these parcels are currently used for industrial purposes, the shallow parcel sizes will make it difficult for any future high-use industrial redevelopment. There is an opportunity to encourage the development of this area as a supportive commercial use district to adjacent, high-employment work sites. Additionally, Avocado Heights has a longstanding history of horse-keeping and has two equestrian districts. It will be important to connect mobility planning efforts to the area's equestrian history through the appropriate provision of multi-use trails/pathways to connect to horse facilities as community destinations.
- Charter Oak
    - Arrow Highway is a major thoroughfare that extends across many local jurisdictions in the San Gabriel Valley, including unincorporated areas. In the community of Charter Oak, Arrow Highway includes mostly residential and a few commercial land uses, and has the potential for improved street and pedestrian improvements. In 2008, SCAG conducted a study on multi-jurisdictional corridor planning that analyzed Arrow Highway. The purpose of the study was to develop strategies to improve multijurisdictional coordination, transportation linkages, economic development, and overall street design and amenities.
- Hacienda Heights
    - Industrial parcels which lie adjacent to heavily industrial districts in the City of Industry to the north. These parcels are being fully utilized for industrial purposes and should remain industrially zoned.
- Rowland Heights
    - The industrial parcels in Rowland Heights, are fully utilized for industrial purposes and are surrounded by parcels with similarly heavy industrial uses in the City of Industry. This is viable industrial land that should be protected.
- South San Jose Hills
    - An Industrial Flex District stretches along Valley Boulevard, bordered to the north by low to medium density residential neighborhoods, and to the south by heavily industrialized parcels in the City of Industry. Much of this area is zoned C-M (Commercial Manufacturing), which allows for less intensive industrial uses as well as other non-industrial uses. Auto repair, auto sales, churches, a mobile home park, and a large self-service storage facility are some of the non-industrial uses in the area. While there are also some industrial uses, due to the mix of other non-industrial uses as well as the close proximity to the residential

neighborhoods, this area should be further studied during the area planning process as there is an opportunity to encourage the development of this area as a supportive commercial use district to the nearby high employment work sites south of Valley Boulevard in the City of Industry.

4.2 City Land Use Plans and Characteristics

Azusa

- Adopted in 2004, The City of Azusa General Plan Built Environment "Element of Place" sets forth the City's policies for guiding local development and growth. These policies, together with development regulations, establish the amount and distribution of land uses within the City. The Built Environment Element provides a range of residential development opportunities that are implemented through the City's Regulating Plan for Azusa's Planning Areas.
- According to the General Plan, 1,255 acres in Azusa (22.6%) are designated for residential use.
- Azusa suffers from a weak retail/service sector.
- Azusa is one of the few older suburbs in the area with a substantial industrial base covering over 10% of the total land area concentrated in the West End Industrial District on both sides of I-210, with nearly 40% of the City undeveloped or devoted to commercial nursery use, parks, flood control channels, utility easements, and a golf course.
- Streets and highways occupy a huge share of the community's available land, while over 10% Public and private institutional uses are the other major land use in Azusa, covering 10% of the city's acreage.
- The City of Azusa has adopted several master and specific plans that provide for further variety in residential types and locations. The two large-scale plans with substantial residential components are the Azusa Pacific University Specific Plan and Monrovia Nursery Specific Plan.

Baldwin Park

- Baldwin Park's Land Use Element was adopted in 2002 and contains goals and policies specifically for residential development. According to the Land Use Element, approximately half of the land in the City is designated for residential use, including mixed-use development. The majority of existing housing consists of low-density, single-family units (averaging close to 7.8 dwelling units per acre). This pattern reflects Baldwin Park's origins as a suburban community.
- The City of Baldwin Park completed an update to its Zoning Code in 2012. A major focus of the Zoning Code Update was to incorporate Mixed Use zoning at appropriate locations to support the Mixed-Use Land Use Designations identified in the 2020 General Plan

Claremont

- Last updated in 2005 to maintain Claremont's long-established land use patterns, further hillside preservation objectives, and enhance the pedestrian environment. The city has developed this Land Use Plan, with the categories used in the General Plan, to group land uses (in total 18 categories plus 5 mixed use sub-categories). The General Plan addresses not just lands within the City' s corporate limits but also unincorporated Los Angeles County properties surrounding Claremont within its so-called Sphere of Influence/unincorporated area.

Covina

- Covina is a mature, suburban community located in the eastern portion of the San Gabriel Valley, approximately twenty-three miles east of downtown Los Angeles. The City is characterized by predominantly low rise/low intensity residential, commercial, and

light manufacturing uses. For a suburban city, Covina has a relatively high percentage of commercial and industrial areas, which indicates a strong, diversified economic base. Although the community is almost entirely built out, future development is expected to occur on remaining vacant as well as on underutilized properties. Covina is generally flat, though has a hilly enclave in the southeastern area (Covina Hills), and contains a historic downtown that is a key social and economic center of the community. The Covina General Plan covers a ten-square-mile Planning Area, which includes seven square miles of incorporated territory and a three-square-mile Sphere of Influence/unincorporated area (designated for eventual Covina annexation).

Diamond Bar

- Diamond Bar's overall land use pattern is characterized by large swathes of single-family residential development throughout the City studded with clusters of multi-family residential and non-residential uses. Some of the single-family and multi-family residential uses in the city are part of gated communities, including The Country, an exclusive gate-guarded community of over 800 large-lot, detached single-family homes in the southeastern hills. Multi-family residential development tends to be located along the major thoroughfares of Diamond Bar Boulevard, Golden Springs Drive, and Brea Canyon Road, and is often collocated with non-residential uses. Commercial and office uses tend to cluster at intersections (such as Diamond Bar Boulevard and Golden Springs Drive, and Diamond Bar Boulevard and Grand Avenue), along major thoroughfares, and along the freeways, and tend to take the form of shopping centers and office parks. Industrial uses are concentrated in the western part of the city along the border with the City of Industry, among residential uses. The Gateway Corporate Center, a master-planned 255- acre business park, is located along the east side of the SR-57/60 confluence. The Gateway center is home to the South Coast Air Quality Management District and several Fortune 500 companies and is a premier business center in the region due to its proximity to the freeways and the Ontario and John Wayne airports. The city is also dotted with a variety of open space slopes and areas that follow its many ridges and hillsides. Public parks and recreational facilities are found mostly in the eastern half of the city, bordering residential uses. The County-operated Diamond Bar Golf Course occupies a substantial portion of land in the north-central part of the city. Other public uses, such as schools and utilities, are relatively evenly distributed throughout the city. South of Diamond Bar, the SOI is made up almost entirely of open space land. Residential land makes up roughly half of all land in the city limits and is the dominant land use in Diamond Bar. The next-largest category of land use in the City is private easements, such as private streets and HOA-owned open space areas. The third-largest category of land use in the city is parks and open space land, including land that may not be suitable for development due hazardous locations along hillsides and slopes or other conditions, followed by public and community facilities, office uses, commercial uses, and industrial uses.

Glendora

- The City of Glendora is an urbanized city with most of the available flat land developed. The planning area, which includes unincorporated County areas within the sphere of influence is approximately 20 square miles (12,800.26 acres), of which approximately 19.59 square miles (12,540 acres) are within the City limits. There are three blocks of land, located in the western portion of the city, under County jurisdiction and not included in the City's planning area acreage. The City is almost completely developed with only 0.3 percent of developable land remaining vacant. The fully developed state of the City means that most services are sufficiently available to new growth occurring or expected to occur on underutilized parcels and in redevelopment areas within the City.

Currently developed residential lands account for approximately 42 percent of the total City land, while open space uses account for approximately 37 percent of the City.

Industry

- The City of Industry is largely built out (as of 2010, 87 percent of usable land was developed) and the remaining developable vacant lands are largely identified for industrial and commercial uses or used as vegetated slopes around the Pacific Palms resort. Except for the development of the Industry Business Center, the majority of the new growth will come from the recycling and improvement of existing buildings.
- The City of Industry's land use pattern reflects its main purpose, with approximately 82 percent of the City devoted to industrial, commercial, and commercial recreational uses.

La Puente

- As identified in the 2004 General Plan, the City's long-rang objectives with respect to land use are: To revitalize Downtown La Puente as a vibrant mixed-use district providing many opportunities for new commercial, office and residential development; To create opportunities for new commercial business growth in shopping centers that not functioning to their full potential; To preserve and enhance the quality of the City's infrastructures and residential neighborhoods; To accommodate and attract industrial business that employ skilled workers.
- The City's well-established land use pattern appears to offer limited opportunities for new development. However, urban design and economic issues continue to shape how property is developed and redeveloped over time in the following five focus areas: The Hacienda/Glendora Commercial Corridor; Downtown La Puente; Shopping Centers throughout the City; La Puente's Industrial/Manufacturing Cluster; and the Residential Neighborhoods.

La Verne

- In 2017, the City of La Verne embarked on an effort to update its General Plan, a long-term policy document which identifies the community's vision for the future and provides a framework to guide decisions on growth, development, and conservation of open space and resources in a manner consistent with the quality-of-life desire by residents and businesses. The City of La Verne's General Plan Update is a multi-year process that will include a comprehensive update of the General Plan, which sets a vision for the future of the city, and an Environmental Impact Report (EIR), which investigates the possible impacts of the General Plan Update policy changes to the surrounding physical environment.
- La Verne has several major land use plans, and special planning areas that oversee the development of their respective planning areas. These plans act as tools for implementing the goals and policies of the General Plan through the regulation of use, density, height and other design standards to achieve the overall vision for the selected area. Several areas of the city are unique in ways that require special consideration. These Special Planning Areas include land use and development policies specific to these areas.

Pomona

- Pomona's land uses are arranged in an overall pattern typical of the City's age, topography, and western U.S. location. The City's relatively uniform topography with few physical constraints has allowed for a relatively uniform street grid with residential

neighborhoods and commercial corridors radiating from the traditional mixed-use Downtown core. Residential neighborhoods located farther from Downtown and along the hillsides to the north and south were built later in the 20th century and are more consistently residential in use. At the western and eastern edges of the City, large industrial areas have developed with access to railway and major roadway arteries.

- Although Pomona is characterized by a diverse range of land uses, almost half of the City's land area (48%) is devoted to public uses including parks, dedicated open spaces, schools and community facilities as well as streets and other rights-of-way. The remaining land containing private development is composed primarily of housing, which accounts for 35% of the City's land area. Less predominant in terms of land area are industrial (8%), commercial (4%) and office (1%) uses. Vacant lands comprise 4% of the City's land area and are located throughout the City, particularly in the older areas and in the industrial districts.

San Dimas

- Almost half (42%) of land in the City of San Dimas is contained in permanent open space as a part of the Angeles National Forest and County Regional Parks. Residential land use in San Dimas encompasses the largest single land use category at 37% of the current total acreage of the City.

Walnut

- The City of Walnut planned for the establishment of a series of master-planned communities within its borders, eventually fortifying its small-town character amid the bustle of Los Angeles County. The City planned for these communities to incorporate character-defining designs inclusive of natural open spaces, flowing creeks, an extensive trail network, local parks, distinctive residential neighborhoods, and community-centered commercial and light industrial areas.
- Walnut consists predominantly of low-density residential development, with a scattering of commercial centers, light industrial, and public and institutional uses. The City is also home to Mt. San Antonio College (Mt. SAC), one of the largest community colleges in California. It also serves as a de facto transit hub for many bus lines in the area. While the original settlement of the area now incorporated as Walnut dates to the mid-1800s, growth continued through several decades since that time. In the 1990s, growth plateaued, and only a few large vacant parcels remain undeveloped. As of 2018, Walnut had nearly 31,000 residents and just over 9,000 housing units. Local businesses and institutions provide approximately 9,300 jobs, with the highest employment sector being education.

West Covina

- West Covina's housing market is dominated by resident-owned single-family homes. That said, the City's multifamily apartment market is performing well, with extremely low vacancies. However, no new product has been added in over a decade and rents have not increased significantly post-recession.
- West Covina is a regional retail destination, drawing shoppers from across the Los Angeles metro area to the Plaza West Covina mall and other major retail centers, including a sizeable cluster of automobile dealerships.
- Opportunities are seen as in creating a "sense of place" in West Covina's downtown, and encouraging higher-intensity land uses that allow for a walkable, vibrant neighborhood will enhance the City's 'Brand' and help the City capture market demand

across all land uses and draw and retain shoppers, employers and new residents. Growth in all three of these categories, as well as new, accessible amenities in the City's downtown could support new hospitality, help the City improve its performance of existing retail, and generate resources to provide a better quality of life for West Covina residents.

4.3 Unincorporated Land Use Characteristics

Land use characteristics for the unincorporated communities are summarized in Table 5-1, including land use types and open space present in the community, as available, along with details regarding the community's status as an Opportunity Area as defined in the County General Plan.

Table 4-1 Unincorporated Community Land Use

COMMUNITY	LAND USE	OPEN SPACE	TOP EXISTING LAND USES	OPPORTUNITY AREA
Avocado Heights	The community has a mix of land use, including residential next to industrial. Valet Blvd. has a high concentration of industrial uses and runs along the Southern Pacific Railroad right-of-way.	N/A	▪ 12% Government ▪ 14% Industrial ▪ 58% Single-Family Residential ▪ 16% Other	Identified as an Opportunity Area to encourage the development of this area as a supportive commercial use district to adjacent, high-employment work sites.
Charter Oak	Charter Oak largely consists of residential properties (86.5%). The remaining land consists of some commercial (5.4%) and government (5.4%) uses, including parks, public facilities, and infrastructure.	Charter Oak Parks is a 12-acre park located in the center of the community. It offers opportunities to play sports, relax, and have family picnics under the shade of large, beautiful trees.	▪ 14% Multi-Family Residential ▪ 72% Single-Family Residential ▪ 5% Commercial ▪ 8% Other	Identified as an Opportunity Area, particularly along Arrow Highway, to improve multijurisdictional coordination, transportation linkages, economic development, and overall street design and amenities.
Covina Islands	The majority of land in the Covina Islands is used as single-family residences (86.8%), with 1.3% used for multi-family residences. Approximately 8% of the land is used for government and institutional purposes, which includes parks,	Dalton Park is the only park located in Covina Islands, though several parks are found in nearby cities. Amenities include basketball courts, a baseball field, a "splash pad", and playground equipment.	▪ 86% Single-Family Residential ▪ 6% Government ▪ 2% Institutional ▪ 7% Other	N/A

COMMUNITY	LAND USE	OPEN SPACE	TOP EXISTING LAND USES	OPPORTUNITY AREA
	schools, public facilities, and infrastructure.			
East Azusa	The west and north sections are mostly open space and rural. The west section contains an active avocado farm, while the south section is primarily residential.	N/A	▪ 15% Government ▪ 81% Single-Family Residential ▪ 2% Institutional ▪ 1% Other	N/A
East Irwindale	East Irwindale is largely residential. Single and multi-family residential uses make up 86.4% of development. Government or institutional land uses, including schools and parks, make up 11.2%. Only 1.4% of the current land use is commercial.	Valleydale Park is the northern portion of East Irwindale and is the only park located within the unincorporated community. The park space also includes the Valleydale Park Senior Neighborhood Center.	▪ 10% Government ▪ 84% Single-Family Residential ▪ 2% Multi-Family Residential ▪ 4% Other	N/A
East San Dimas	Most of the existing land use is the single-family residential (86.2%). Approximately 7.5% of land is used for government and institutional purposes and 3.4% is used as commercial property.	N/A	▪ 5% Government ▪ 86% Single-Family Residential ▪ 3% Commercial ▪ 6% Other	N/A
Glendora Islands	The Glendora Wilderness Park and Brodiaea Reserve make up the majority of Glendora Islands.	N/A	▪ 58% Park Land ▪ 3% Rural Land ▪ 39% Conservation Land	N/A

COMMUNITY	LAND USE	OPEN SPACE	TOP EXISTING LAND USES	OPPORTUNITY AREA
	The land is primarily designated for open space and recreational use, with the exception of the noncontiguous residential property.			
Hacienda Heights	The community is mostly residential with many commercial properties along Hacienda Blvd. Industrial uses are located near SR-60, Gale Ave., and the railroad tracks in the northern part of the community.	The Puente Hills from the southern edge of Hacienda Heights, with heights running up to 1,200' above sea level. The hills provide access to natural areas and add to the area's identity.	▪ 57% Residential ▪ 14% Rural Land ▪ 21% Park Land	Identified as an Opportunity Area: Industrial parcels which lie adjacent to heavily industrial districts in the City of Industry to the north. These parcels are being fully utilized for industrial purposes and should remain industrially zoned. The use of public realm improvements can help shield nearby residences from industrial uses.
North Claremont	North Claremont is primarily public open space, part of the Claremont Wilderness Park. A non-contiguous portion to the south in Padua Hills is entirely residential.	The elevation ranges from 3,200' above sea level down to 2,000'. The land has steep slopes and canyons with varied vegetation.	▪ 7% Residential ▪ 59% Rural Land ▪ 31% Park Land	N/A
North Pomona	In North Pomona, 56% of the land is currently utilized as single-family homes, while 44%	N/A	▪ 56% Single-Family Residential	N/A

COMMUNITY	LAND USE	OPEN SPACE	TOP EXISTING LAND USES	OPPORTUNITY AREA
	of the land is utilized as multi-family housing in the form of a mobile home park.		▪ 2% Multi-Family Residential	
Northeast La Verne	N/A	N/A	N/A	N/A
Northeast San Dimas	N/A	N/A	N/A	N/A
Rowland Heights	The community is mostly developed with residences. Commercial areas are located at the major road intersections. Industrial areas are located near SR-60 and the railroad tracks, in the northern part of the community.	N/A	▪ 37% Residential ▪ 27% Rural Land ▪ 21% Open Space	Identified as an Opportunity Area: The industrial parcels in Rowland Heights are fully utilized for industrial purposes and are surrounded by parcels with similarly heavy industrial uses in the City of Industry. This is viable industrial land that should be protected.
South Diamond Bar	N/A	N/A	N/A	N/A
South San Jose Hills	The community is predominantly residential. Valley Blvd., which runs partly along the southern boundary of the community, has a mix of commercial and industrial uses, including the Southern Pacific railroad right-of-way.	Sunshine Park is located in the southern part of the community, offering opportunities to play sports, cool off in the splash pad in the summer, and gather around barbeques and picnic tables, among other activities.	▪ 14% Government ▪ 64% Single-Family Residential ▪ 12% Multi-Family Residential ▪ 9% Other	Identified as an Opportunity Area to encourage the development of this area as a supportive commercial use district to the nearby high employment work sites south of Valley Boulevard in the City of Industry. The use of public realm

COMMUNITY	LAND USE	OPEN SPACE	TOP EXISTING LAND USES	OPPORTUNITY AREA
				improvements can help to shield nearby residences from industrial uses.
South Walnut	The community is predominantly an industrial island. It is in close proximity to the Metrolink Industry Station.	N/A	N/A	N/A
Valinda	The community is mostly single-family residential, followed by a smaller share of multi-family residential. Some commercial uses are found on the main roads, including Amar Rd. and Azusa Ave.	Rimgrove Park is located in the southeast part of the community near Amar Rd. and Azusa Ave. It offers opportunities to play sports, cool off in the splash pad, and have picnic and barbeque gatherings.	▪ 7% Government ▪ 84% Single-Family Residential ▪ 6% Multi-Family Residential ▪ 3% Other	
Walnut Islands	Walnut Islands contains no commercial uses. Land is mostly residential, with some government and institutional uses, including a cemetery. California State Polytechnic University, Pomona is partially located in Walnut Islands, and was founded in 1938.	N/A	▪ 32% Government ▪ 47% Single-Family Residential ▪ 18% Institutional ▪ 3% Other	N/A
West Claremont	Over 85% of the land in West Claremont is used for single and multi-family residences. More	N/A	▪ 7% Government ▪ 82% Single-Family Residential ▪ 4% Multi-Family Residential ▪ 6% Other	N/A

COMMUNITY	LAND USE	OPEN SPACE	TOP EXISTING LAND USES	OPPORTUNITY AREA
	than 10% is used for government and institutional uses, while 2.6% is used as an irrigation farm.			
West Puente Valley	The community is mostly Single-Family Residential, followed by a smaller share of government uses which include parks, public facilities, and infrastructure.	The community contains two parks. Bassett Park is located in the western part and Allen J. Martin Park is in the eastern part. These parks provide soccer fields, play areas, and places for families to picnic and gather.	▪ 13% Government ▪ 81% Single-Family Residential ▪ 3% Institutional ▪ 3% Other	N/A
West San Dimas	Most of the land in West San Dimas (65%) is used for government and institutional purposes, including parks and open space. The remaining 35% is single-family residential.	Located in West San Dimas, the Walnut Creek Habitat and Open Space consists of almost 70 acres of woodlands and coastal sage scrub with Walnut Creek flowing through. The Watershed Conservation Authority developed a conceptual master plan to enhance the site as a riparian and upland habitat with a developed trail system that connects to other nearby trails.	▪ 35% Single-Family Residential ▪ 65% Institutional ▪ 0.03% Other	N/A

COMMUNITY	LAND USE	OPEN SPACE	TOP EXISTING LAND USES	OPPORTUNITY AREA
Pellissier Village	The community is primarily single-family residential with most of the homes constructed in the late 1940s through the 1960s. There are industrial parks at the western edge. In addition, a nursery is in operation along the river under the power lines. There is a small commercial center along Pellissier Road.	Although open space is limited in Pellissier Village itself, this community has access to the San Gabriel River Trail via Durfee Avenue. The San Gabriel River Trail is a 35.4-mile-long multi use path, which spans from the City of Azusa in the north to Seal Beach in the South. This trail has multiple access points, with the nearest access point to Pellissier Vilalge being located off of Pinehurst Street.	▪ 52% Government ▪ 22% Single-Family Residential ▪ 3% Industrial ▪ 17% Other	N/A
South El Monte Island	The community is primarily single-family residential. Some of the larger residential properties have an accessory dwelling unit or “granny flat” in the rear of the property. An equestrian facility is located adjacent to the San Gabriel River, along the west side of the San Gabriel River Trail. There is one commercial property in the north of the community.	Although open space is limited in the South El Monte Island itself, this community’s close proximity to the San Gabriel River provides an excellent opportunity for increased access to the river or channel pathways that ultimately connect to other areas in the county.	▪ 61% Single-Family Residential ▪ 30% Multi-Family Residential ▪ 6% Government ▪ 3% Institutional	N/A

COMMUNITY	LAND USE	OPEN SPACE	TOP EXISTING LAND USES	OPPORTUNITY AREA
Unincorporated North Whittier	Land use is quite mixed in the community. Single-family residential developments are located in the southern half, with industrial parks in the center areas, and the San Jose Creek Water Reclamation Plant operated by the LA County Sanitation District located in the northern part near the San Gabriel River and San Jose Creek. A plant nursery runs along the San Gabriel River Trail on the east bank of the river.	N/A	▪ 30% Single-Family Residential ▪ 57% Government ▪ 6% Industrial ▪ 3% Other	N/A

5 Policy and Literature Review

In order to supplement the existing conditions analysis, the technical team completed a policy and literature review of cities and agencies within the ESGV Mobility Action Plan project boundaries, other communities in the San Gabriel Valley and southern California, and a few communities outside of the SCAG region. The objectives of this effort were to analyze integrated land use and mobility planning efforts, and identify best practices and potential lessons learned for recent and innovative mobility solutions in communities with similar characteristics to the ESGV. Where information and metrics are available, review also evaluated how successful those strategies have been at addressing the needs of the communities in which they've been implemented. Examples of the types of plans and policies reviewed include general and specific plans, TOD studies, complete streets plans, pilot project and agency websites, community profiles from regional planning organizations, and case studies available online.

5.1 County of Los Angeles

The East San Gabriel Valley is located entirely in the County of Los Angeles, and the County is responsible for coordinating long-range mobility planning efforts between unincorporated areas, 88 incorporated cities, and regional agencies like SCAG and Metro.

Environment: Various
Population: 10,000,000
Area: 4,058 sq. mi.
Population Density: 2,464/sq. mi.

Policies/Plans Reviewed:

- General Plan Mobility Element
- Bicycle Master Plan
- Pedestrian Plan

5.1.1 Initiatives taken and type

The most recent General Plan (2015) provides a policy framework for growth for approximately 2,650 square miles of unincorporated land, and the Mobility Element establishes policies for roadway and bikeway networks in the plan. The Mobility Element also considers transit and paratransit, freight movement, and facilities such as airports, harbors, and parking.

The Mobility Element identifies a variety of goals and policies to be used for planning transportation facilities. The seven high-level goals are:

1. Street designs that incorporate the needs of all users
2. Interconnected and safe bicycle- and pedestrian-friendly streets, sidewalks, paths and trails that promote active transportation and transit use.
3. Streets that incorporate innovative designs.
4. An efficient multimodal transportation system that serves the needs of all residents.
5. Land use planning and transportation management that facilitates the use of transit.
6. The safe and efficient movement of goods
7. Transportation networks that minimizes negative impacts to the environment and communities.

The Mobility Element enumerates specific policies to help accomplish these goals, such as traffic calming measures to reduce vehicle travel speeds, or reduced parking minimums to reduce auto dependency. Some specific policy recommendations that are relevant to the East San Gabriel Valley area include:

- Connect trails and pedestrian and bicycle paths to schools, public transportation, major employment centers, shopping centers, government buildings, residential neighborhoods, and other destinations.

- Expand shuttle services to connect major transit centers to community points of interest.
- Maintain transit services within the unincorporated areas that are affordable, timely, cost-effective, and responsive to growth patterns and community input.
- Ensure expanded mobility and increase transit access for underserved transit users, such as seniors, students, low income households, and persons with disabilities.
- Ensure the participation of all potentially affected communities in the transportation planning and decision-making process.
- Work with adjacent jurisdictions to ensure connectivity and the creation of an integrated regional network.
- Support and pursue funding for the construction, maintenance and improvement of roadway, public transit, and equestrian, pedestrian and bicycle transportation systems.
- Designate official truck routes to minimize the impacts of truck traffic on residential neighborhoods and other sensitive land uses.

The Mobility Element also lists four types of programs to implement these policies: parking ordinances, community pedestrian plans, safe routes to schools programs, and multimodal transportation planning.

The County of Los Angeles Public Works Department released its Bicycle Master Plan in 2012, which proposed approximately 831 miles of new bikeways throughout the County for implementation through 2032. The bicycle facilities map for the East San Gabriel Valley Planning Area illustrates both existing and proposed bike paths, lanes, routes, and boulevards, as well as bikeways proposed by other jurisdictions. The map shows how bicycle planning for the ESGV is a patchwork of existing and planned infrastructure rather than a consistent network. This plan will be reviewed further and considered in the Task 3.2 Identification and Analysis of Mobility Gaps.

More recently, the County of Los Angeles Department of Public Health released Step by Step LA County: Pedestrian Plans for Unincorporated Communities (2019). The plan identifies goals, policies, practices and procedures, and implementation strategies for improving walkability for the residents of unincorporated LA County. Because the plan was sponsored by the public health department, it includes additional health-related metrics (such as rates of obesity, respiratory illness, and physical ability) that are not frequently found in other planning documents. It also includes pedestrian plans for four unincorporated communities, including West Whittier-Los Nietos, which is located within a few miles of the ESGV and shares similar characteristics to its communities. Community engagement efforts identified and prioritized improvements and focus areas for the West Whittier area.

5.1.2 Key Takeaways/evaluations of success

- The Mobility Element's policies provide direction on the types of transportation infrastructure that should be implemented to create more sustainable, safe, multimodal transportation infrastructure for unincorporated areas in LA County.
- The 2012 Bicycle Master Plan can be used as a starting point for planning new bicycle facilities within the ESGV. By assessing which facilities have been built over the past decade and what barriers may exist to continued implementation, the technical team can identify strategies to support expansion of the bicycle network.
- The Step by Step LA County Plan and West Whittier-Los Nietos Community Pedestrian Plan provides an example of including additional health metrics into urban planning efforts. The plans also underscore the connections between urban form, active transportation, and health outcomes.

5.2 City of Azusa

Environment: Suburban
Population: 49,954
Area: 9.68. sq mi.
Population Density: 5,171/sq. mi.

Policies/Plans Reviewed:

- TOD Specific Plan
- Azusa Pacific University Specific Plan
- Downtown Pedestrian & Bicycle Safety Workshop Summary and Recommendations

Located in the northwest corner of the project study area, the City of Azusa is located mostly north of Interstate 210 and contains two Metro L Line (Gold) stations: Azusa Downtown and APU / Citrus College Station, which is the current eastern terminus of the line. The city is mostly low-density suburban with a large cluster of industrial and warehousing along its western edge. Major activity centers and employers include Azusa Pacific University and Northrop Grumman Space Systems.

5.2.1 Initiatives taken and type

The City of Azusa's TOD Specific Plan adopted in 2015 and amended in 2017 and 2018 in order to guide development and urban design for approximately 330 acres within a ¼ mile radius of its two Metro L Line (Gold) stations. It aims to support walkability and streetscape improvement efforts to improve connectivity to transit, and support in a general way economic development and sustainability goals for the City.

The plan takes a "district-based" approach to development by designating design standards and applying a form-based approach to zoning within six districts. A significant amount of change could occur on several City-owned properties near the Azusa Downtown Station. Single-family residential neighborhoods within the ¼ mile radius are largely exempted from the plan, but a limited number of properties fall within the Transition District which is designed to buffer commercial-oriented development from less dense residential areas.

A notable impact to redevelopment are the existing land uses around the APU / Citrus College Station. Due to the lack of developable land and existing residential neighborhoods, none of the area immediately surrounding the station could be repurposed for transit-oriented development. The university offers a shuttle between its east and west campuses, but not to/from the L Line stations.

In 2019, the City of Azusa also convened a Downtown Pedestrian & Bicycle Safety Workshop to identify opportunities and constraints to improving active transportation in the area. The workshop analyzed three routes and identified underutilized public space as well as a lack of bicycling infrastructure, bus shelters, and shade.

5.2.2 Key takeaways/evaluation of success

- APU's Specific Plan was developed in 2006 and did not incorporate planning for the L Line extension. Adjacent residential development cannot easily access the station.
- A ¼ mile segment of bicycle lanes on Azusa Avenue is a welcome but small addition to the city. Investment in creating a bike network would greatly benefit active transportation.
- The San Gabriel River Trail at the northern edge of the city is a high quality recreational amenity and connection to the mountains, but does not connect key activity centers or commercial districts to residential areas.
- Adjacent unincorporated communities include East Azusa to the north, and Covina Islands and East Irwindale to the south. While East Azusa is mostly unpopulated or rural, Covina Islands and East Irwindale consist mostly (80%+) of residential land uses. Many streets within these communities have cul-de-sacs or dead ends that are not conducive to walking and biking.

- The Big Dalton Wash that runs through Covina Islands and East Irwindale is identified as a planned Class I bike path/multi-use trail. The nearby San Dimas Wash was also identified by the SGV Greenway Network for potential consideration as a multi-use trail.

5.3 City of Baldwin Park

The City of Baldwin Park is located at the western edge of the project study area at the intersection of two major interstates: Interstate 605 (running north-south) and Interstate 10 (running east-west). The Baldwin Park Metrolink Station is located roughly in the city center and is serviced by the San Bernardino Line connecting downtown Los Angeles with downtown San Bernardino. The Kaiser Permanente Baldwin Park Medical Center is a key activity center in the city. Baldwin Park's population density is considerably higher than other cities in the ESGV.

Environment: Suburban
Population: 76,708
Area: 6.79 sq. mi
Population Density: 11,570/sq. mi.

Policies/Plans Reviewed:

- Baldwin Park Shuttle and Express Line Shuttle Route
- Baldwin Park Downtown TOD Specific Plan (2016)
- Plan to Improve Corridors and Neighborhood Connections in Baldwin Park (2010)

5.3.1 Initiatives taken and type

Baldwin Park's standard circulator shuttle operates roughly around the periphery of the city, connecting residential neighborhoods with the city center located along Ramona Boulevard. Supplementing this service, the Express Line shuttle connects the Baldwin Park Metrolink Station to the Kaiser Permanente Medical Center and operates on 10-20 minute headways. The route also includes stops at major commercial retail shopping centers and the Esther Snyder Community Center located at Morgan Park.

The City's 2016 TOD Specific Plan for the downtown area contains some recommendations to leverage the existing Metrolink station and connection to the regional transit network as a way of improving mobility in the city. In particular, the plan calls for deploying Complete Streets improvements like bike lanes, sidewalk widening, traffic calming measures, and streetscape improvements such as landscaping and furniture.

5.3.2 Key takeaways/evaluation of success

- Baldwin Park is building out a more robust active transportation network and has recently installed bike lanes along Ramona Avenue, Maine Avenue, Pacific Avenue, and Frazier Street.
- Bike lanes along Frazier Street provide greater connectivity between residential areas and three neighborhood schools.
- Bike lanes along Maine Avenue and selected streetscape treatments such as bulb-outs and additional landscaping support active transportation as well as the city's economic development goal of creating a "second Main Street" along the corridor.
- TOD planning has resulted in the construction a multi-story mixed-use residential/commercial development adjacent to the Metrolink station that is a strong example of how density can be slowly added to a downtown core.
- Baldwin Park is adjacent to the unincorporated communities of West Puente Valley and East Irwindale. Like East Irwindale, West Puente Valley consists mostly of single family residential neighborhoods with many cul-de-sacs. It is geographically constrained by the Walnut Creek Channel and Southern Pacific Railroad right-of-way.
- The San Gabriel Valley Regional Bike Master Plan recommends new bike lanes on several north-south streets within Baldwin Park for better connections between either side of Ramona Boulevard.
- Big Dalton Wash and the Walnut Creek Channel could further support active transportation if a new multi-use trail could be installed as envisioned in the SGV Greenway Network.

5.4 City of El Monte

Environment: Suburban
Population: 115,000
Area: 9.65 sq. mi.

Policies/Plans Reviewed:

- Gateway Master Plan
- Santa Fe Trail Plaza Plan
- Billion Dollar Initiative
- Transit Oriented Communities Tax Increment Financing Pilot Program
- Ramona Boulevard Complete Streets Plan

The City of El Monte is located adjacent to the project study area bordering the ESGV MAP communities of Baldwin Park and unincorporated Avocado Heights, South El Monte, and Pellissier Village. The El Monte Metrolink station is serviced by the San Bernardino line which runs parallel to and stops along core commercial districts in the city along Valley Boulevard and Main Street. Further south and adjacent to Interstate 10, the El Monte Transit Center is the eastern terminus of the Metro Silver Line (a freeway-running BRT line) and home to Metro's Division 9 bus service facility. Both the downtown commercial core and the El Monte Transit Station Center area are focuses of redevelopment in the city. The Rio Hondo Bike Path and San Gabriel River Trail run parallel to each other on the western and eastern sides of the city, respectively, but are not connected by other bike lanes.

5.4.1 Initiatives taken and type

The City of El Monte has aggressively pursued a range of initiatives to attract investment, spur economic development and construction of affordable housing, and leverage its unique combination of transit service. The Billion Dollar Initiative represents an umbrella of development occurring in the city, including mixed-use residential/commercial development adjacent to the El Monte Transit Center, new hotel construction, and other redevelopment of existing commercial shopping centers and office buildings.

The City was also awarded funding for a Tax Increment Financing District Feasibility Study by Metro and a High Quality Transit Area Analysis Project grant by SCAG. Preliminary results from these studies are not available at this time, but may provide some lessons learned for other cities in the San Gabriel Valley.

5.4.2 Key takeaways/evaluation of success

- El Monte has excellent connections to the regional transit network, but active transportation infrastructure for shorter trips is very limited. By leveraging the existing Rio Hondo Bike Path and San Gabriel River Trail and creating connections between them and key activity centers, the city could begin to build out an active transportation network. The San Gabriel Valley Bike Master Plan's recommendations for El Monte and Ramona Boulevard Complete Streets concepts are strong starting points.
- The El Monte Transit Center's Metro Bike Hub, as well as its centrality to redevelopment efforts in the city, also make it a vital location around which to expand bike lanes and other mobility options.
- The recent Santa Fe Trail Plaza redevelopment supports the City's economic development goals, but access to the property prioritizes auto movement. New development should focus on improving bike and pedestrian access and walkability within commercial areas.
- Continued streetscape improvements to the Downtown/Main Street area could serve as an example to other areas while supporting the independent small businesses already located there.

- El Monte's proximity to several to unincorporated communities means that improvements in its mobility network would also benefit the residents of South El Monte, Pellissier Village, and Avocado Heights by improving connections to shopping and services within El Monte. The equestrian and agricultural histories of these communities could be honored through placemaking and design efforts.

5.5 City of Glendora

Environment: Suburban
Population: 52,703
Area: 19.66 sq. mi
Population Density: 2,718/sq. mi.

Policies/Plans Reviewed:

- First/Last Mile Project Concepts Study
- Glendora Avenue Bicycle Lane Pilot Project
- Arrow Highway Specific Plan

The City of Glendora is located on the northern edge of the project study area between the Cities of Azusa, La Verne, San Dimas, Covina and the unincorporated communities of Charter Oak, Glendora Islands, and Covina Islands. Its downtown main street area (known as Glendora Village) is well known for its small-town feel and walkable character. Key activity centers include Citrus College, a branch of the LA County Department of Children and Family Services, Foothill Presbyterian and Glendora Community Hospitals. The Foothill Gold Line Extension Phase 2B is currently under construction and will add service through and a stop in Glendora, and Foothill Transit provides the majority of transit service in the city.

5.5.1 Initiatives taken and type

In preparation for arrival of the Metro L Line (Gold), Glendora recently completed a First/Last Mile Project Concepts study to improve safety for transit users and connections to the station location. The Study also sought to support businesses within the Glendora Village by studying more active and attractive streetscape improvements in that area. The study will be used by the City to pursue state Active Transportation Program grant funding for infrastructure improvements along four focus corridors: Glendora Avenue, Ada Avenue, Vermont Avenue, and Foothill Boulevard. Suggest improvements include new/improved sidewalks and crossings, street trees, lighting, street furniture, and new bike lanes.

The City also recently implemented a temporary Glendora Avenue Bicycle Lane Pilot Project adjacent to City Hall and the Glendora Police Department. The ¼-mile long project includes bicycle lanes, crosswalk improvements, and concrete planters to provide protection for pedestrians and cyclists and direction for drivers.

5.5.2 Key takeaways/evaluation of success

- Glendora's First/Last Mile improvements conceptual designs are excellent examples of how to begin implementing an active transportation network, and should be prioritized in preparation for the arrival of the Metro L Line.
- The city's proximity to and connections to nature are valuable assets, and improved bike and pedestrian access to them will support active lifestyles for residents.
- At the southern edge of the city, the Arrow Highway Specific Plan outlines a long-range vision for changes in land use along the corridor, along with design guidelines to support multimodal travel. Recent streetscape improvements also installed buffered bike lanes along the corridor and can serve as an example of a phased approach to active transportation improvements.
- While Glendora Islands is rural and undeveloped, the communities of Charter Oak and Covina Islands consist largely of single-family residential neighborhoods with cul-de-sacs that do not support walkability or active transportation. Mobility improvements along major arterials such as Arrow Highway provide the greatest potential to serve these communities.
- Expansion of the SGV Greenway Network along San Dimas Wash will also benefit residents of Charter Oak.

5.6 City of La Verne

Environment: Suburban
Population: 33,260
Area: 8.55 sq. mi.
Population Density: 3,945/sq. mi.

Policies/Plans Reviewed:

- Active Transportation Plan Update
- Old Town La Verne Specific Plan
- La Verne EIFD Documents

The City of La Verne is located at the northern edge of the project study area between unincorporated East San Dimas, Northeast San Dimas, Northeast La Verne, and West Claremont, as well as the cities of Claremont and Pomona. The city is bisected by the SR 201 Foothill Freeway, and will be serviced by the future Foothill Gold Line Phase 2B extension. Although the city is characterized mostly by low-density single-family residential neighborhoods, key activity centers include the University of La Verne, large manufacturing facilities adjacent to the Brackett Field Airport, and the Metropolitan Water District's Weymouth Water Treatment Plant. The city also borders the LA County Pomona Fairplex, and the Metrolink San Bernardino line's Pomona North Station is located adjacent to the La Verne/Pomona border.

5.6.1 Initiatives taken and type

La Verne completed an Active Transportation Plan update in 2019 and has taken some steps to improve bicycle and pedestrian infrastructure since that time. The plan identified two focus corridors along Foothill Boulevard and Bonita Avenue, as well as a need for improved north-south connections and bicycle infrastructure. The city's Old Town district was also designated a pedestrian priority area.

The City of La Verne is also one of the few cities in California to successfully establish and implement an Enhanced Infrastructure Financing District (EIFD). The initiative will be used to direct a portion of existing property taxes for the area surrounding the future L Line (Gold) station toward infrastructure improvements, including underground of utilities, street improvements, pedestrian connectivity, and landscaping and lighting.

5.6.2 Key takeaways/evaluation of success

- Like the City of Glendora, La Verne's connections to nature are some of its strongest assets for supporting healthy, active lifestyles. Potential expansion of the SGV Greenway Network can serve as starting points of expanding an active transportation network.
- The City of La Verne's EIFD is one of the most innovative efforts to implement infrastructure improvements in the ESGV. As a new initiative, it may be too early to evaluate its effectiveness, but City of La Verne staff and representatives may be able to provide lessons learned so far to other SGV cities.
- Planning for the City of La Verne's neighboring unincorporated communities would likely require additional coordination and collaboration with the Cities of San Dimas and Claremont. These unincorporated communities are largely single-family residential with auto-centric street patterns.

5.7 City of Monrovia

The City of Monrovia is located west of the project study area, largely situated north of Interstate 201. The city contains a mix of low-density suburban housing, but has a significant concentration of technology-oriented businesses and industrial land uses, and is the location of the headquarters of several companies including Trader Joe's and Naked Juice, as well Metro's Division 24 Rail Operations and Maintenance Facility. It is currently served by the Metro L Line (Gold) Monrovia Station.

City/Jurisdiction: City of Monrovia
Environment: Suburban
Population: 38, 787
Area: 13.74 sq. mi.
Population Density: 2,850/sq. mi.

Policies/Plans Reviewed:

- Station Square Development Guidelines and Specific Plan
- Arroyo at Monrovia Specific Plan
- 127 Pomona Specific Plan
- GoMonrovia Lyft Partnership

5.7.1 Initiatives taken and type

Monrovia has taken several steps in recent years to pursue more innovative and flexible mobility options, while also encouraging transit-oriented development that leverages the Metro L Line. The most significant measure is the GoMonrovia initiative, which established a public-private partnership with Lyft as a substitute for traditional dial-a-ride trips. Program participants will be able to obtain flat fare Lyft rides for $3.00 within the program boundaries, with the City subsidizing the remaining costs of the rides. Riders requiring ADA accommodations continue to be served by the City's dial-a-ride operator. Since implementation, the County of Los Angeles has opted out of financial support for the program but will continue to support ADA-required dial-a-ride service for the unincorporated areas surrounding Monrovia.

The City has also approved several specific plans to guide transit oriented development. Many of the land uses surrounding Monrovia Station are industrial manufacturing, or automotive related. However, the development guidelines and specific plans approved by the city allow for and encourage mixed-use development with density bonuses contingent upon underground or structured parking. The design guidelines also call for development that is oriented toward major streets to increase pedestrian activity and safety.

5.7.2 Key takeaways/evaluation of success

- Monrovia's TOD initiatives and specific plans are strong examples of how TOD can be accomplished in other small cities in the SGV.
- Although the GoMonrovia initiative is new, it may prove as a model for other cities on how to provide more flexible and cost-effective on-demand service. However, more information is needed on the effects of the program on unincorporated communities.

5.8 San Gabriel Valley Multi-Jurisdictional Plans

Several multi-jurisdictional plans covering the San Gabriel Valley were reviewed for applicability to the ESGVMAP. A brief overview of each of these plans is presented below.

Environment: Suburban
Population: n/a
Area: n/a

Policies/Plans Reviewed:

- Foothill Gold Line TOD Studies
- San Gabriel Valley Regional Bike Master Plan
- SGV Greenway Network Campaign
- Rio Hondo River Trail Overview

5.8.1 Initiatives taken and type

For greater than 15 years, the Foothill Gold Line Construction Authority has provided ongoing support to analyze and plan for transit oriented development around Gold Line stations. Three studies have been completed so far:

- A TOD Corridor Development Assessment (2007) to assess development potential
- A more focused market analysis (2012) of station areas from Arcadia to Montclair was completed to assist cities with preparation of TOD visions and specific plans
- A 2016 study analyzed the economic impact of TOD along Phase 2A of the Gold Line Extension
- A separate 2016 report also analyzed the economic input along Pasadena's Gold Line stations

The **San Gabriel Valley Regional Bike Master Plan** covers the Cities of Baldwin Park, El Monte, Monterey Park, San Gabriel, and South El Monte. Although the plan's study area is generally west of the ESGVMAP study area, it can inform recommendations for supporting connectivity between ESGV cities and areas to the west—and in particular for the area between SR 60 and approximately Las Tunas Drive. The plan also outlines design guidelines for bicycle facilities and identifies areas that are particularly dangerous for pedestrians and cyclists.

The **San Gabriel Valley Greenway Network Campaign** is an ambitious effort to reimagine and improve existing service roads adjacent to storm channels, washes, and creeks as multi-modal active transportation routes through the SGV. The campaign is led by ActiveSGV (a local community-based organization) and is supported by leaders at the County and City level. An initial feasibility study was completed in 2019, and several projects have been approved, planned, or constructed in the Cities of Baldwin Park, Glendora, Temple City, Pomona, and South Pasadena. Related to the SGV Greenway Network, the **Rio Hondo River Trail** connects the City of Arcadia to Whittier Narrows Recreation Area, and the two trails run parallel to each other and connect via Siphon Road in South El Monte.

5.8.2 Key takeaways/evaluation of success

- The Gold Line TOD visioning exercises, specific plans, and economic impact analyses that have been performed so far have helped demonstrate the value of transit-oriented development along its initial segments. However, more densely-populated places like Pasadena that are also located close to other major activity centers and business districts are better positioned to leverage the significant capital investments of light rail. TOD in smaller and less-dense cities will require coordinated long-range planning, and should be paired with shorter-term initiatives.
- The San Gabriel Valley Regional Bike Master Plan and Greenway Network Campaigns are the most recent and relevant roadmaps for active transportation improvements in SGV cities.

5.9 City of Los Angeles

With nearly four million residents, a large and diverse tax base, and a regional transit hub at Union Station, the City of Los Angeles is able to experiment with mobility innovations to a much higher degree than most small cities. Its irregular shape, geographic size, and higher density means that the scale of its mobility issues is much higher and that it must coordinate with cities throughout the region to improve mobility. The literature review focused on three innovative programs currently at work in the City of Los Angeles.

Environment: Various – Downtown urban core to low-density suburban
Population: 3.96 million
Area: 502.73 sq. mi.
Population Density: 8,485/sq. mi.

Policies/Plans Reviewed:

- BlueLA Carshare Program
- Metro On-Demand Pilot
- LADOT LANow On-Demand Pilot

5.9.1 Initiatives taken and type

BlueLA is a short-term carshare program that utilizes a fleet of battery-powered electric vehicles. The public-private partnership is operated by Blue Solutions, a French battery manufacturer that also run similar systems in Minneapolis and several European cities. The Blue LA service area is centered around Downtown and Central Los Angeles, including the neighborhoods of East Hollywood, Westlake, and Pico-Union. Vehicles are reserved and checked out via a mobile app, and cars are parked at designated areas with charging infrastructure installed. Monthly membership fees and vehicle rental rates are reduced for individuals with low incomes, and the vehicle deployment was aimed at neighborhoods with lower incomes and transit access in general.

As the principal transit operator and funder in the county, the Los Angeles County Metropolitan Transportation Authority (Metro) is always pursuing experimental mobility initiatives. Its current on-demand transit pilot (known as Metro Micro) grew out of a two-year pilot project that delivered subsidized trips through the ridehail service Via to three Metro stations: North Hollywood, El Monte, and Artesia. As of January 2021, the **Metro Micro** service now operates with a fleet of small vans in service areas around the Watts/Willowbrook intersection of the Metro A Line (Blue) and C Line (Green), as well as the LAX/Inglewood area, also with connections to the C Line. It does not provide service to LAX passenger terminals. The service operates Monday-Friday 6AM to midnight, and Saturdays and Sundays 8AM to 10PM. Rides are booked through an app, and fares are $1 during the first six months. Metro plans on expanding the service to seven new service areas in LA County as part of its overall systemwide bus overhaul plan NextGen.

Similar to Metro Micro, the Los Angeles Department of Transportation (LADOT) initiated an on-demand pilot program called **LANow** that serves the Palms, Mar Vista, Venice, and Culver City areas to connect riders with the Metro E Line (Expo) Palms Station. Pick-up and drop-off points are flexible and set by the app, but The service operates Monday-Friday 6AM-7PM with a fleet of small transit vans, with payment and ride hailing occurring through LADOT's mobile app. Fares are $1.50 for adults and children 5+, and $0.75 for seniors and individuals with disabilities. The service was suspended during the COVID-19 pandemic, and no public plans to resume service are yet available.

5.9.2 Key takeaways/evaluation of success

- BlueLA is a strong example of an equity-focused initiative that recognizes the continued importance that access to a car can have in people's lives, especially while longer-range transit and active transportation plans are developed. Funding for a car share program in the ESGV would likely be dependent on state or federal level grants.
- Over the course of its initial pilot project, Metro Micro demonstrated its value to address gaps in the existing transit network where fixed route service is difficult to provide. The

expansion of the program may prove informative for similar initiatives in the San Gabriel Valley.

- LANow's microtransit pilot also addressed helped close a first/last mile gap for some west Los Angeles neighborhoods, but its future is unclear.

5.10 Greater San Diego Region

As the principal planning agency for the San Diego region, the San Diego Association of Governments (SANDAG) implements and supports short and long-range planning efforts for greater than 3 million residents. From a mobility perspective, the area includes an extensive freeway/Interstate system, commuter and regional rail, bus rapid transit light rail, and other standard forms of bus service.

Environment: Various – Downtown Urban to Rural
Population: 3,095,000 (SANDAG Region)
Area: 4,261 sq. mi

Policies/Plans Reviewed:

- SANDAG San Diego Forward Mobility Hubs Plan

5.10.1 Initiatives taken and type

The San Diego Forward Mobility Hubs Plan is a regional planning effort that identified 30 potential locations for an integrated approach to mobility services, combining public amenities, technology, and transportation infrastructure into mobility hubs. The agency views mobility hubs as supporting transit ridership, neighborhood congestion relief, economic development, and environmental and equity goals. The 30 hub locations could serve as anchors for other regional planning efforts, and SANDAG envisions planning around two primary goals: that the Mobility Hubs network could serve approximately half of the region's population and more than two-thirds of the regions jobs; and that approximately 60% of low-income households, half of all seniors, and more than half of all minority residents would have access to Mobility Hub services and amenities. The hubs are conceptually divided into five categories (coastal, gateway, major employment center, suburban, and urban core) and the hubs may be as large as neighborhood scale.

5.10.2 Key takeaways/evaluation of success

- The mobility hubs concept for SANDAG helps articulate a vision for improved travel throughout the San Diego region and may potentially address gaps in the transit network with a focus on equity.
- The early establishment of five categories of hubs may help the agency to communicate the vision to communities so that people understand early in the planning process what will be delivered.
- Incorporating data into the project at the outset also supports communication and transparency in the planning process.

5.11 San Francisco Bay Area (CA)

Environment: Urban/Suburban
Population:
Area:

Policies/Plans Reviewed:

- TransForm Affordable Housing Mobility Hubs Pilot Project Presentation

5.11.1 Initiatives taken and type

Using funding from California Climate Investments (the State of California's program to manage cap-and-trade funds), TransForm and the Metropolitan Transportation Commission are designing and implementing three mobility hubs at affordable housing developments in the communities of Oakland, Richmond, and San Jose. The combined projects will directly serve the residents of 1,800 units of housing.

The Mobility Hubs Pilot project identified five main goals:

- Increase access for low-income residents and disadvantaged communities to economic opportunity, medical facilities, schools, parks, grocery stores, and other daily needs.
- Provide tailored clean mobility options to address resident needs identified through a community transportation needs assessment and meet equity goals.
- Reduce greenhouse gases and criteria pollutants from reduced vehicle trips and use of electric vehicles.
- Reduce private vehicle ownership and vehicle miles traveled.
- Reduce transportation costs for residents.

The project includes site-level teams and coordinators at each location, and residents are compensated for their time and expertise to provide input. Although car sharing was one principal potential focus of the study, many community residents do not have a driver's license, and lack of access to a bank account, credit/debit card, and/or a smartphone may be barriers to use. The project is currently developing an implementation plan based on focus group input so far.

5.11.2 Key takeaways/evaluation of success

- TransForm's pilot project illustrates the need for multimodal transportation solutions, since the mode of travel (walk, bike, transit, or car) varies with the destination and reason for travel.
- The program highlights how connected equity concerns in transportation are connected to other other factors such as access to banking services or to technology. These issues do not live in a vacuum from each other.
- A lack of infrastructure and safety concerns were identified by residents as significant barriers to using active transportation. Vulnerable populations such as women and people of color may not experience active transportation infrastructure as a benefit in the way that other residents or community members do.

5.12 King County (WA)

King County is the most populous county in Washington state, and includes the major hubs of employment and housing of Seattle, Renton, Bellevue, Redmond, and Kirkland. King County Metro is the public transit authority for the Seattle area, and also operates light rail, streetcar, and bus lines for Sound Transit.

Environment: Various – Urban/Suburban/Rural
Population: 2,252,000
Area: 2,307 sq. mi.

Policies/Plans Reviewed:
- King County Carpool Initiative

5.12.1 Initiatives taken and type

King County Metro launched a partnership with carpooling apps Waze Carpool and Scoop to subsidize carpooling for area residents. When participating in the program, Waze riders would pay a flat $2 fee to carpool with individual drivers, who would in turn earn up to $0.54 per mile for taking on passengers during their travel. Scoop ride costs and driver earnings were variable. The apps facilitate the matching of drivers and riders based on their travel origins and destinations, and pickup and dropoff locations were optimized to balance convenience and travel times for both parties. The program was sponsored by the Shared-Use Mobility Center, ITS America, and the Federal Transit Administration's Mobility on Demand Program. The goal of the project was to supplement the agency's existing commuter services support programs and test a more flexible way of pairing carpoolers.

5.12.2 Key takeaways/evaluation of success

- Carpool apps like Waze Carpool and Scoop offered a unique opportunity for transportation agencies to support single occupancy vehicle travel, but no public evaluation of the King County pilot is currently available.
- As a company, Scoop has pivoted its carpool program to focusing on specific employers rather than matching members of the general public. Waze Carpool is still in operation, but participation is likely significantly reduced due to ongoing public health concerns during the COVID-19 pandemic.

5.13 City of Flagstaff, AZ

Environment: Rural/Low-Density Urban
Population: 139,097
Area: 66 sq. mi.

Policies/Plans Reviewed:
- Mountain Line On-Demand Transit Study

Located in northern Arizona, the City of Flagstaff is a geographically constrained small city that (like several cities in the San Gabriel Valley) is bordered by mountains and preserved natural resources. Due to its location, it is a popular tourist and vacation spot within close proximity of Grand Canyon National Park, and is also home to Northern Arizona University and its nearly 30,000 students.

5.13.1 Initiatives taken and type

Flagstaff's transit operator Mountain Line recently completed an On-Demand Feasibility Study to determine the potential benefits and challenges involved in converting some of its fixed-route transit into an on-demand service. The study analyzed on-demand strategies including the use of microtransit and transportation network companies, and a comparison of software packages offered by private firms (including TransLoc, Routematch, Ecolane, Via, and Transdev) for the use of transit companies.

The study analyzed three low-performing routes:

- Route 5 has the lowest ridership in the system, but provides an important link between the city's downtown transit hub, a community and senior center, parks, the Museum of Northern Arizona, and a residential development north of the city.
- Route 5's also contains a loop that is necessary to serve some of these activity centers, but the route adds 8 minutes of travel time for riders who may prefer a more direct route to Downtown Flagstaff. This loop was considered separately in the analysis.
- Route 3 connects the downtown area with Flagstaff Mall and the Mall Connection Center, which is surrounded by large commercial big-box retail shopping plazas and auto dealerships. The Soliere/County Club portion of the route is particularly poor performing, likely due to the lack of transit-supportive land uses along the way.

Microtransit replacement or TNC supplemental program for traditional fixed-route service each pose their own benefits and challenges.

5.13.2 Key takeaways/evaluation of success

- The challenges posed by these Mountain Line routes and segments are common for smaller cities and transit agencies, and this study can serve as a starting point for agencies looking to evaluate on-demand options.
- On-demand or microtransit service can help streamline existing service by removing circuitous or indirect route segments.
- Microtransit operations are typically budgeted using cost per hour, while TNC partnerships are budgeted using cost per trip.
- Marketing and customer education are crucial parts of conversion to on-demand service, and may be more costly and time-consuming than expected.
- Rider demand for these types of service may be much higher than expected, which can cause both budgetary and scheduling impacts.

5.14 City of Arlington, TX

Environment: Suburban
Population: 398,000
Area: 99.47 sq. mi.
Population Density: 4,160/sq. mi.

Policies/Plans Reviewed:

- P3 On-Demand Transit Pilot RFPs and Status Update

The City of Arlington is located in northern Texas between Forth Worth and Dallas. Arlington is mostly low-density suburban, with concentrations of industrial and commercial land uses along Interstate 20, Interstate 30, and State Highway 360. Arlington is also a major events and entertainment destination, with stadiums for the Dallas Cowboys and Texas Rangers, as well as the Six Flags Over Texas amusement park. Other key activity centers and employers include the University of Texas at Arlington, a General Motors assembly plant and finance office, JPMorgan Chase, and Texas Health Resources. The area is heavily auto-dependent and was the most populous city in the United States without a public transit system. Its single bus line shuttled riders between the UT campus with regional rail.

5.14.1 Initiatives taken and type

The City of Arlington began exploring the potential for a new mobility public-private partnership in 2017, and launched a one-year pilot program in December 2017 which has since been extended. The City partnered with Via to provide on-demand travel within a limited service area in the city that covered most of the public-serving key activity centers such as the University of Texas at Arlington, shopping centers, the professional sports facilities, and Six Flags. The service also connects to CentrePort Station, which serves as a transfer point to the east-west Trinity Railway Express regional rail line and to buses servicing DFW International Airport. Initial results of the pilot project and a customer survey were most recently summarized in an August 2019 report. The project is supported by fare revenue, the city's general budget, and FTA 5307 formula funds.

5.14.2 Key takeaways/evaluation of success

- As of summer 2019, Arlington's Via service was averaging approximately 600 rides per day, and approximately 20,000 riders have enrolled in the system. A ridership survey expressed high levels of customer satisfaction with the service so far.
- Nearly half of the riders surveyed make less than $35,000/year, suggesting that the service is meeting the needs of many transit-dependent individuals in particular. 27% of riders surveyed previously drove alone, and 31% used a taxi or TNC. Only 7% of riders were previous users of the discontinued bus line.
- Riders used the service to visit a wide range of destinations, suggesting a significant amount of demand for transit:
    - Work – 37%
    - School – 16%
    - Social – 32%
    - Shopping/Dining – 35%
    - Medical/Dental – 21%
    - Personal Businesses – 46%