



East San Gabriel Valley Area Plan: Mobility Element Summary



The Draft Mobility Element is informed by the East San Gabriel Valley Mobility Action Plan, which identifies ideas and projects to make it easier and safer to walk, bike, and use transit in and between the 24 unincorporated communities located in the East San Gabriel Valley (ESGV).

1. VISION

A transportation system in the ESGV that is safe, equitable, and accessible.

2. EXISTING CONDITIONS

Geographic Constraints

The ESGV is surrounded by the San Gabriel Mountains and the Puente Hills to the north and south. The area also sits between Los Angeles and San Bernardino Counties. Because of these factors, transportation flows generally on east-west corridors, including along I-210, I-10, and SR-60 routes.

Development Pattern

The ESGV is characterized by a suburban development pattern. Major roads are mostly flanked by residential neighborhoods, which are often oriented away from them. Residential streets do not directly connect to major roads. This pattern of development contributes to longer travel distances, especially by walking or biking, and unsafe conditions on major roads.

Transportation Types and Infrastructure

The transportation system is geared toward car-based travel over other modes of transportation. Pedestrian and bicycle facilities, including sidewalks and bike lanes, are limited or disjointed. Transit is limited, with few amenities. In some communities, the lack of wayfinding signage makes it difficult to travel to community destinations.



3. ISSUES & OPPORTUNITIES

Traffic Congestion

Substantial traffic congestion, especially near freeways and major roads. Most commuters in the ESGV drive their cars to work.

Harmful Emissions from Transportation

Air pollution and poor air quality. A significant portion of harmful emissions in the ESGV come from cars and trucks.

Lack of Infrastructure for Safe Walking and Biking

Unsafe road and crosswalk conditions for pedestrians, such as speeding cars and a lack of safety infrastructure; a lack of shade-providing street trees; and narrow sidewalks in need of repair. Pedestrian and bicycle facilities in the ESGV are generally limited and disjointed.

Lack of Transit Access

A need for additional transit. Transit is limited and not connected to parks, gathering spaces, and community services.

Mobility Gaps and Opportunities

- Public Transit, such as bus routes, connections between transit providers, paratransit services for persons with disabilities, and hours of operation.
- Information and Technology, such as language access on signs and printed information, availability of real-time information at transit stops or on phones, and general awareness of transit service availability.
- Active Transportation, such as walking, riding on a wheelchair/scooter, or on a bicycle, and other safe alternatives to driving.
- Demographics and Land Use, such as a person's age, number of children, or income to determine the types of places they need to travel to, such as residential neighborhoods and commercial or industrial job locations.

4. RECOMMENDATIONS

Flexible Transit Service

Provide transit service that is more flexible, frequent, and that can address the mobility gaps of the ESGV. Explore new opportunities for transit services, including community-based micro-transit, and increased service for existing transit routes.

New Technologies to Improve Mobility

Utilize new technology, such as Personal Mobility on Demand, to address the travel needs of everyone, including shift workers who travel outside of traditional commute hours.

Safe and Connective Active Transportation

Prioritize projects that increase safe travel options for pedestrians and bicyclists on streets that provide access to key community destinations, such as schools, parks, and health care centers. Projects can include new or upgraded bicycle lanes, improved sidewalks, and safety improvements that make it easier for residents to walk or use transit.