Sections Included

CHAPTER 7 Mobility Element

7.1 Introduction

The purpose of the Mobility Element is to identify strategies and improvements to make it easier and safer to walk, roll, ride, and use transit in and between the 24 unincorporated communities located in the Planning Area. This element is informed by the East San Gabriel Valley Mobility Action Plan. Refer to **Appendix G, *Mobility Action Plan***, to review the plan in its entirety.

A. MOBILITY PRIORITIES

This element is guided by LA County policy priorities intended to help achieve the goal of providing healthy, livable, and sustainable communities. These include:

- Environmental Justice
- Sustainability
- Climate Change
- Equity

Improved access to a greater diversity of safe, convenient, and affordable mobility options can help address each of these policy priorities and support the wellbeing of county residents.

B. CONSIDERATIONS FOR SENSITIVE GROUPS

Mobility needs vary for different groups of people. Demographic indicators can provide insight into the Plan Area's mobility needs and propensity to use certain modes of travel.

Senior Population: Senior residents can have limited ability to travel by driving and via active transportation options, necessitating additional options for modes of travel. The transportation infrastructure in the ESGV is generally not supportive of seniors. Meeting the mobility needs of this demographic group would have co-benefits for other groups as well.

Youth Population: Youth and school-aged children (ages 5–17) are particularly vulnerable travelers who may be less visible to motorists along the many car-centric streets in the ESGV. They need safe infrastructure when walking, biking, and rolling, including safe intersections and crosswalks, especially near schools and parks.

People of Color: Residents of the ESGV are racially diverse. Asian residents make up more than half of the area's population, followed by White and Latino/Hispanic residents as the second and third most common race or ethnicity. This 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 in the ESGV were foreign-born population, which is much higher than the national average of 13.8%. There is a need to ensure multi-lingual access to transit and alternative mobility options to meet the needs of ESGV residents.

Low-Income Households: Low-income households (defined by SCAG as households with an annual income of less than $35,000) are more likely to use transit or other alternative forms of transportation and need a safe and reliable network for mobility.

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. Those

with lower levels of educational attainment may find it more challenging to access these healthy resources if they do not live in these same communities.

Vehicle Ownership: Access to a personal vehicle in an auto-dependent area such as the ESGV influences a person's ease of access to job opportunities, healthy food, or other quality amenities for a healthy lifestyle.

7.2 Challenges and Opportunities

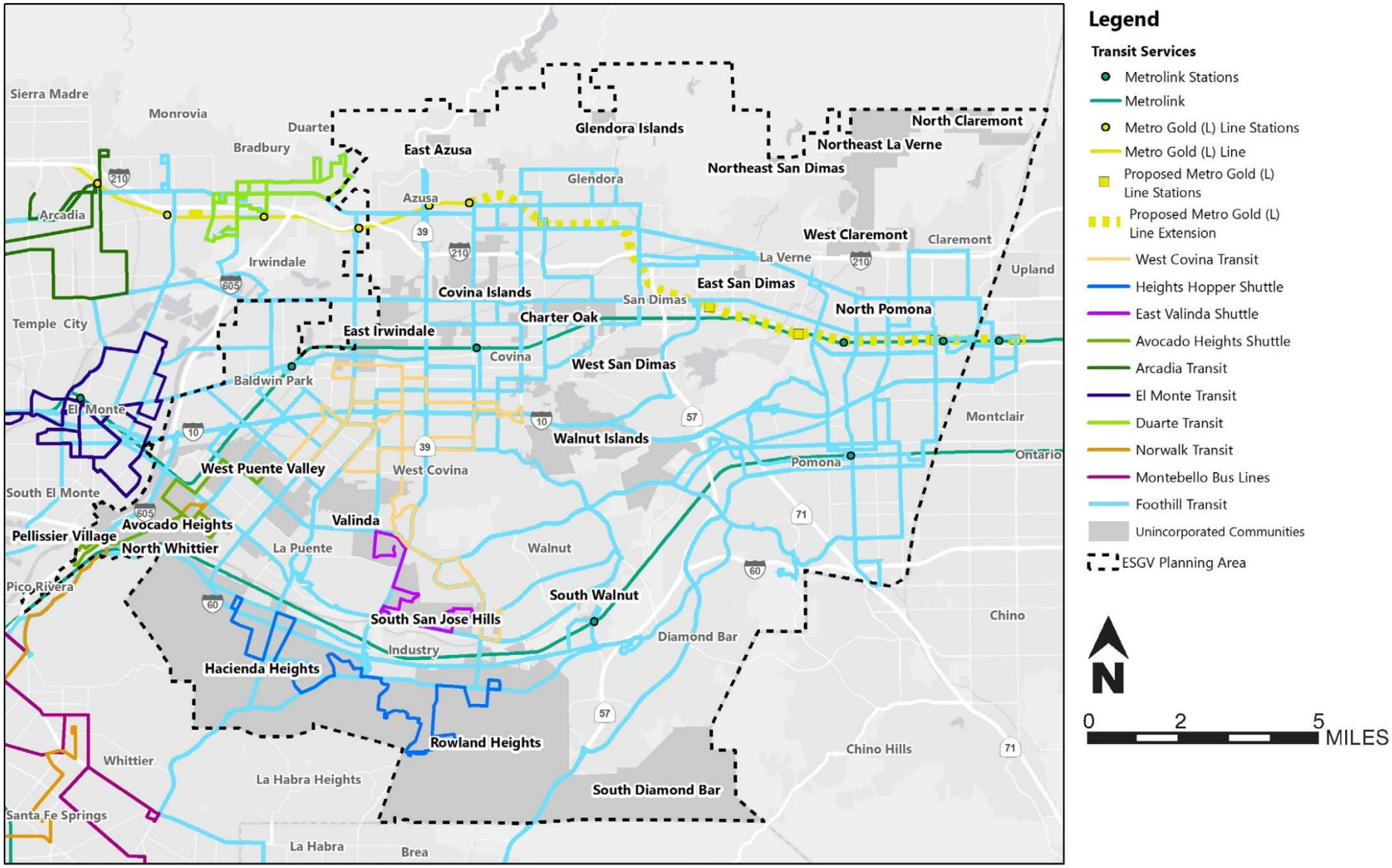
Residents in the ESGV are impacted by limited access to transit and multi-modal transportation options and significant amounts of traffic, resulting from the subregion's location as a crossroad between Los Angeles County, the Inland Empire, and Orange County. While there are various mobility options available to travelers within the ESGV, they are not without their limitations, which reflect geographic/spatial, temporal, infrastructure, and technology constraints.

A. TRANSIT

Owing to its relative proximity to Downtown Los Angeles, the ESGV has access to transit services provided primarily by Metro and Foothill Transit. These services are complemented by other intercity transit services, including Montebello Transit and Norwalk Transit. These routes generally align with where population and employment are densest in the region.

Municipal transit services in and around the ESGV include local fixed-route and/or dial-a-ride (including taxi/ transportation network company (TNC) partnerships), but typically within a prescribed service area aligning with city limits. These services often provide transportation for seniors, persons with disabilities, commuters, or other specialized populations, but are also available to the general public. There are also several local fixed route and community based (dial-a-ride and on-demand) transit/mobility services serving the ESGV study area.

See **Figure 7-1, *Existing Transit Services Map***, for a map of existing transit services in the ESGV. For a detailed analysis of transit services, see Appendix G, *Mobility Action Plan*.



SOURCE: County of Los Angeles Department of Regional Planning, *East San Gabriel Valley Mobility Action Plan, Draft Plan*, May 26, 2022

FIGURE 7-1 **Existing Transit Services Map**

Despite existing transit infrastructure, transit use in the Plan Area is low. Only 15.8% of Planning Area residents live in a High-Quality Transit Area. No Planning Area residents live in transit-oriented developments or transit-oriented communities. The ESGV is the second most populous planning area in the County but has the greatest number of solo commuters by car, a significant percentage of which have long commutes. ESGV residents have lower rates of transit use and carpool ridership than other County areas. About 20% of the total ESGV population live in disproportionately affected communities facing family resource constraints further amplified by the cost of housing and the high cost of commuting.

Transit Gaps

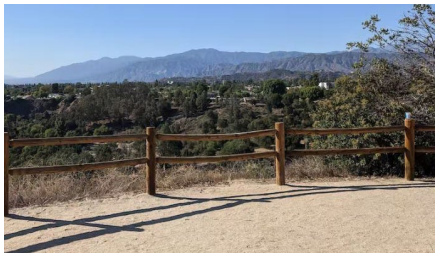
- **Enhanced Fixed Route Transit Services.** For persons who can and do use the fixed route transit system, there may be a need for additional service in the ESGV plan area not currently served, and for more direct service to key activity centers.

- **Enhanced (Access) Paratransit Services.** Paratransit users may need a level of service beyond what is required by the Americans with Disabilities Act (ADA), such as service provided on the same day it is requested (e.g., taxis or Transportation Network Companies [TNCs]), where and when the fixed route service does not operate, or the ability to accommodate “uncommon” wheelchairs or other mobility devices. Some paratransit users who are parents may note that it is difficult to transport children to school and other activities via ADA paratransit.
- **Connectivity between Transit Services.** There may be a need for better connectivity between service providers, both for inter-regional and intra-ESGV travel, whether using paratransit or fixed-route service. To promote more seamless travel, transit users may need better shelters and bus stops as well as other amenities at transfer sites. Some persons with wheelchairs may have difficulty making effective use of the system due to accessibility barriers and may have a need for enhanced accessibility of vehicles and related infrastructure, such as shelters and stops. The cost of transferring between systems may be noted as an issue for both paratransit and fixed- route service. In addition, there may be a need for loading and waiting zones at transit stations for taxis, TNCs, or vans, and facilities at stations that drivers of such vehicles can use while they wait for their passengers.

- **Transit Service.** Gaps related to transit service may be identified (or validated), including hours of operation (some transit service may not run early enough in the morning, late enough at night, or on the weekends); frequency (some transit riders may prefer more frequent service than currently provided); reliability (some transit routes may not stay on-schedule or are overcrowded); connections (transit routes may not always transfer or connect with other services); spatial gaps (transit may not always serve destinations that people need to reach, such as schools, employment, medical care or grocery stores); and travel time (travel time between stops and to destinations may be too long, particularly when transfers are required to complete the trip).
- **Transit Experience.** Potential issues related to transit amenities, including bus shelters, bus stop seating if a bus stop cannot accommodate a shelter, and lighting to promote safety at bus stops and at rail stations, especially at night. Safety on transit vehicles has been raised as a concern in communities.
- **Transit Alternatives.** For those who need transportation where public transit (fixed-route or complementary ADA paratransit) is unavailable or unsuitable, alternatives may be needed that enable people to live independently, such as ride-sharing, volunteer-driver programs, short-term medical transportation, or mobile programs that bring support services to people's homes.
- **Information and Other Assistance.** There is a need to clearly articulate information about the availability of transit/mobility services in a variety of formats (including signage) so that older adults and persons with disabilities can learn about the availability and how to use public transit and its accessible features. Similarly, there is a need to ensure drivers, dispatchers, other transit personnel, and the general riding public are sensitive to passenger needs and know how to provide assistance onboard the vehicle as needed.

  In advancing education and information dissemination, ensure to address any problems with the accuracy of transit route schedules; information at bus stops; transit information in languages other than English; information about fares; transfer policies; fares; and routes; and publicized information about local shuttle services.

B. ACTIVE TRANSPORTATION

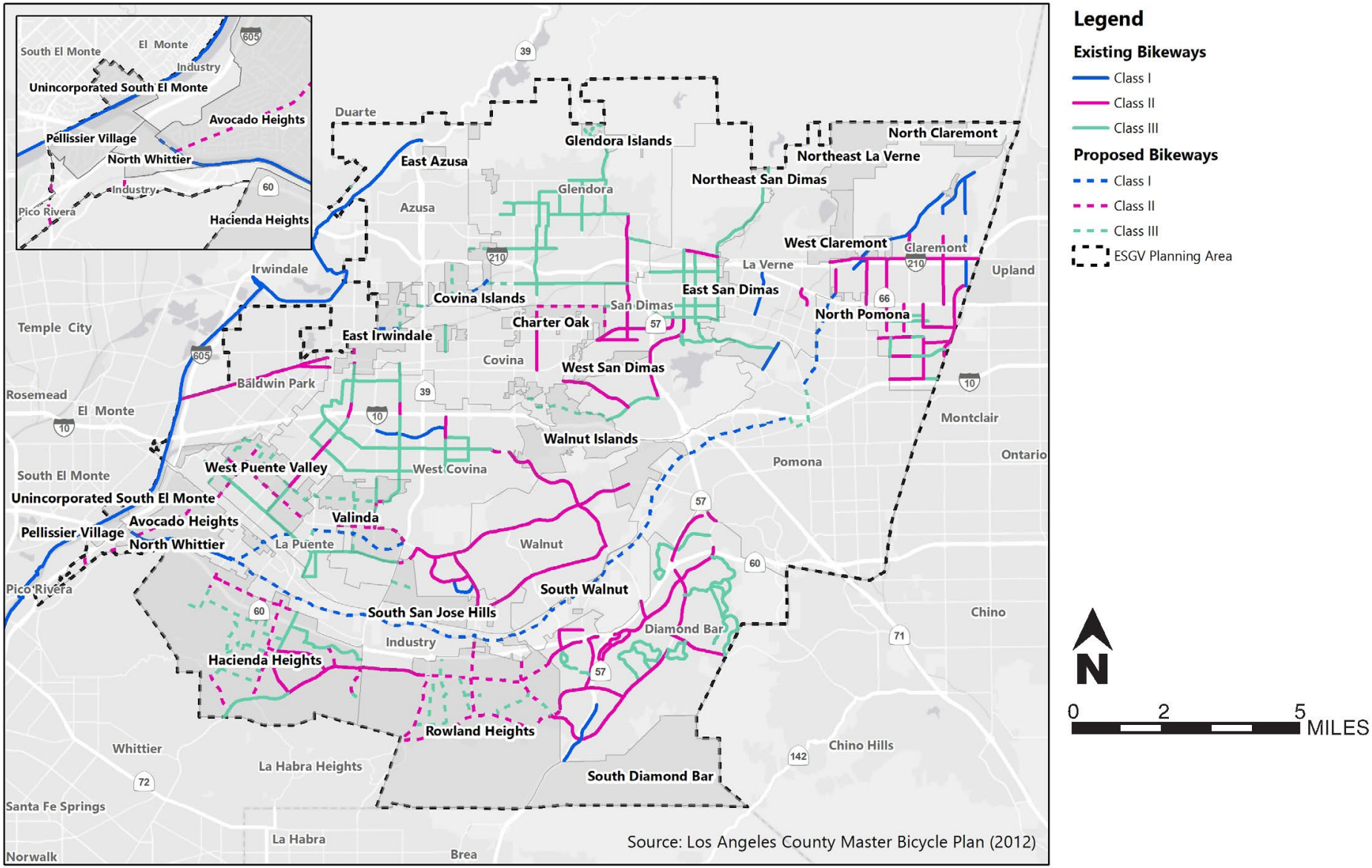


Active transportation modes, including walking, biking, and rolling, are a key component of a sustainable mobility system. These modes, when supported with active transportation infrastructure, can offer efficient connections with neighborhood destinations, and can serve as a vital first-last mile connection to other mobility modes, including transit.

Instances of walking and biking in the Plan Area as a means of commuting or transport are low. ESGV unincorporated communities have some of the lowest walk scores in the County which reflects the existing conditions. Unincorporated communities in the East San Gabriel Valley largely consist of car-oriented infrastructure and development. Existing infrastructure often prioritizes the needs of drivers over non-car users. Residential subdivisions are often oriented away from major arterials, which greatly increase the walking and biking distance to other neighborhood uses. There are also considerable gaps in adequate infrastructure for active transportation.

Because of these factors, residents largely use private cars to reach destinations in their community. This can lead to negative air quality impacts from vehicular emissions, as well as decreased economic output due to the space requirements of cars. Additionally, several factors contribute to concerns with walking and biking, including sideswipe collisions, biking on sidewalks, biking against oncoming traffic, driveway collisions, and unsafe street crossings due to the super block design of communities and limited mid-block crossings.

Despite the prevalence of driving as a primary mode of travel, there are a number of existing bikeways in the ESGV. **Figure 7-2, *Existing and Proposed Bikeways***, displays the locations of the Class I, Class II, and Class III bikeways in the study area. There are no Class IV bikeways in the unincorporated areas currently. See **Table 7-1, *Bikeway Classes***, for a summary of the different classes of bikeways.



SOURCE: County of Los Angeles Department of Regional Planning, *East San Gabriel Valley Mobility Action Plan, Draft Plan*, May 26, 2022

FIGURE 7-2 **Existing and Proposed Bikeways**

TABLE 7-1 **Bikeway Classes**

Class	Description	Siting
Class I (Bike Path or Shared-Use Path)	An off-street bikeway that provides a completely separate right-of-way for the exclusive use of bicycle and pedestrians with minimal cross-flow.	These are commonly installed along riverbeds, along shorelines, utility or railroad rights-of-way, within school campuses or parks. They often support recreational and commute travel. The state design standard recommends a minimum 8-foot-wide paved path plus a 2-foot-wide shoulder.
Class II (Bike Lane or Buffered Bike Lane)	An on-street bikeway that provides a striped lane for one-way bike travel on a street or highway. A buffered bikeway provides greater separation from an adjacent traffic lane on streets with higher speeds by using chevron or diagonal markings.	These are installed alongside vehicle traffic lanes to designate bike travel. The HDM Mandatory Standard requires a minimum width of 4 feet, 5 feet when adjacent on-street parking, and 6 feet when posted speeds are greater than 40 miles per hour.
Class III (Bike Route or Greenway)	A signed, shared roadway that provides for shared use with pedestrians or motor vehicle traffic. A bike route has signs posted identifying it as a bike route and may have shared lane markings (sharrows). Greenways are shared roadways that prioritize bicycle travel for people of all ages and abilities.	Bike routes are appropriate for roadways with lower traffic speeds and volumes. Greenways are best sited on streets without large truck or transit vehicles, and where low traffic volumes and speeds can be further reduced through traffic calming measures.
Class IV (Separated Bikeway or Cycle Track)	An on-street bikeway for the exclusive use of bicycles, requiring a separation via a vertical feature between the bikeway and the through vehicular traffic.	These are appropriate along roadways where features such as on-street parking can provide physical separation or other vertical features such as grade separation, flexible posts, or inflexible physical barriers can be installed.

Active Transportation Gaps

- **Bicycle and Pedestrian Network Gaps.** Bicycle and pedestrian networks can often be disconnected, especially where infrastructure, such as bikeways or sidewalks, cross different jurisdictions. A comprehensive look at the existing and planned network and key destinations, and areas of bicyclist- and pedestrian-involved collisions, can help determine where gaps need to be closed and prioritized to provide continuity for bicyclists and pedestrians.

  A disconnected network makes travel via active transportation modes difficult and unwelcoming, especially in areas with high densities of populations who are more likely to use and would benefit the most from active transportation infrastructure improvements. These include seniors, youth, residents without access to a car, and disproportionately affected populations.

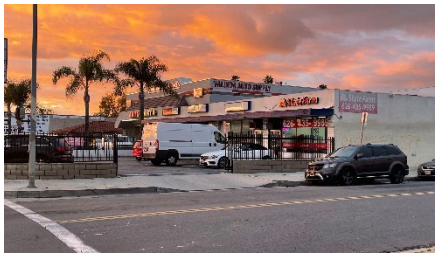
- **First/Last Mile Connectivity.** The first and last part of the journey that transit riders walk, bike, or roll to and from their nearest station or bus stop is called the “first/last mile connection.” Infrastructure surrounding transit stops and transfer stations should be accessible by multiple modes of transportation in order to ensure first/last mile connectivity. That includes adding or improving bikeways, bicycle amenities, sidewalks, curb cuts, curb ramps, crosswalks, etc. to provide accessible paths of travel.

C. OTHER MOBILITY GAPS:

- **Transportation for Youth and Children.** Transportation gaps specifically related to youth and children may include the cost of transportation for youth, and particularly for a family with multiple children. In addition, buses may be over-crowded with a need for additional service in the morning before school starts, and after school. There may be safety concerns for students who ride the bus. If no school bus service is available, working parents using transit who drop children off at school or daycare before work can have lengthy and costly trips.

- **Affordability and Access to Autos.** Low-income individuals and families may report that transportation, whether using transit or owning a car, is costly. Fares, monthly passes requiring high-up front costs, and certain transit transfer policies, may be cited as expensive, especially for families with children who rely mainly on transit. Taxi or TNC fares may be cited as unaffordable. Cost is the

primary barrier to auto ownership for low-income individuals and families.



- **Land Use.** Transportation decisions typically affect land use patterns and resulting economic, social, and environmental impacts. These include direct impacts on land used for transportation facilities, and indirect impacts caused by changes to land use development patterns. County land use strategies in past decades have contributed to mobility gaps. The lack of vibrant, mixed community nodes is partly responsible for the lack of transit and active transportation use. These challenges highlight opportunities to plan for diverse land uses, expand transit use and alternative modes of transportation by improving the network, and develop innovative approaches to mobility services and technology. While the MAP is focused on the unincorporated communities in the ESGV, coordination with surrounding cities will ensure a successful and cohesive regional approach to mobility.

- **Mobility and Topography.** Communities in the northern and southern portions of ESGV have hilly topography with limited access to transit, in addition to the challenges that hilly areas present to active transportation, particularly for young children and aging populations. Opportunities exist to expand access to micro-transit and other alternative transportation options.

- **Traffic Collisions and Fatalities.** Los Angeles County Public Works' Vision Zero Los Angeles County: A Plan for Safer Roadways 2020–2025 (Vision Zero Action Plan) identifies several traffic collision concentration areas in the ESGV. According to the Vision Zero Action Plan, pedestrians, bicyclists, and motorcyclists are more likely to die or be severely injured as a result of a collision. As such, it is vitally important to increase the safety of pedestrians, bicyclists, and motorcyclists in tandem with encouraging active transportation infrastructure and participation among residents. In consideration of the high level of goods movement in the ESGV, truck and car injuries accounted for the majority of injury collisions, with nearly half resulting in fatal and severe injury.

The Collision Concentration Corridors mapped through the Vision Zero Action Plan include major arterials in several communities of the ESGV, including:

1. East Irwindale – Vincent Avenue, Cypress Avenue, Lark Ellen Avenue, and Arrow Highway
2. Covina Islands – Covina Boulevard, Barranca Avenue, Gladstone Street, and Arrow Highway
3. Charter Oak – Arrow Highway and Cienega Avenue
4. Hacienda Heights – Colima Road, Azusa Avenue, Gale Avenue, Hacienda Boulevard, and Stimson Avenue
5. Rowland Heights – Colima Road and Batson Avenue
6. South San Jose Hills -Valley Boulevard
7. Valinda – Hacienda Boulevard, Valinda Avenue, Azusa Avenue, and Amar Road
8. Walnut Islands – Temple Avenue
9. West Puente Valley – Amar Road, Puente Avenue, Sunset Avenue

- **Residential-Transportation Infrastructure Interface.** Car-oriented urban design significantly impacts the environment and the people that live in the ESGV. Automobiles produce greenhouse gases and particulate emissions, contributing to negative air quality that significantly impacts adjacent neighborhoods, including the communities of Avocado Heights, Hacienda Heights, Rowland Heights, Walnut Islands, and Covina Islands. Car-oriented design creates traffic congestion, which is significant in the ESGV. Car-related infrastructure, including roads, freeways, and parking lots, predominantly consist of non-permeable surfaces that prevent groundwater regeneration and contribute to the urban heat island effect.

  Additionally, car-oriented infrastructure can act as a barrier to other forms of transportation, including biking and walking. Infrastructure designed around efficiently moving cars through communities limits space in the public realm for people not in vehicles. People in disproportionately affected communities generally have lower rates of vehicle ownership, and may rely more on biking, walking, and transit to meet their daily needs. Barriers to these modes of travel, including limited sidewalk space, pedestrian crossings, protected bikeways, and transit infrastructure disproportionately impact these

communities. Furthermore, transportation infrastructure can severely inhibit wildlife movement, impacting mobility for all beings. Design of the public realm, including street design, should incorporate the needs of all users.

- **Goods Movement.** The ESGV is a major area for goods movement and industry, with impacts from the flow of goods on freeways and major roads that serve trucking, such as Valley Boulevard. Transportation systems and goods movement activities directly affect quality of life by contributing to traffic congestion, truck intrusion into neighborhoods, decreased safety, land use incompatibility, poor air quality, restricted mobility, delay at rail crossings, noise and vibration impacts, and visual impacts.

See Chapter 6, *Parks and Recreation Element* for further information on multi-use trails and connectivity.

In addition, see *Appendix C* for a list of trails operated by DPR in the ESGV.

- **Equestrian Movement and Connectivity.** Several communities within the Planning Area have designated Equestrian Districts or have concentrations of equestrian properties. Multi-use trails that accommodate equestrians, pedestrians and mountain bikers are located throughout the Planning Area, predominantly in open space areas and flood control rights of way. There are also equestrian trails within communities that connect to the County's regional multi-use trail network. The connectivity of equestrian trails from developed communities to open space areas and waterways, especially with the considerable conflict vehicles present, requires consideration and improvements to better accommodate the needs of horses and equestrians for safe movement across the Planning Area.

D. RECOMMENDATIONS FOR IMPROVING TRANSIT AND ACTIVE TRANSPORTATION

Informed by mobility best practices and new solutions, combined with detailed profiles of the ESGV communities and stakeholder input, this section presents opportunities to pilot alternative mobility schemes for transit service in select unincorporated areas, as well as opportunities to plan for a more complete active transportation network and proposed 72 corridors for bicycle/pedestrian improvements. Concepts and assumptions used for this evaluation can be found in Appendix G, *Mobility Action Plan*.

Transit Mode Alternatives Summary

For a complete evaluation of these transit modes and information and considerations for potential pilot projects, please see Appendix G, *Mobility Action Plan*.

Active Transportation Improvements

While there are a number of new bikeways planned within the East San Gabriel Valley, an assessment of existing conditions in the area found that the current network is fragmented. There are opportunities to close the gaps within the existing and planned network and provide a more continuous network for both bicyclists and pedestrians by including improvements for all non-vehicular users.

TABLE 7-2 **Recommended Transit Mode Alternatives**

Service	Description
On-Demand/ Flexible Microtransit	• Route is based entirely on customer demand. • Customer pickups are based on customer requests through an online/mobile app or a customer call center. • Suited to service areas that lack a strong linear transit corridor and that have dispersed trip origins and destinations.
Personal Mobility on Demand (PMoD)	• Is a low-capacity service designed for individuals and small groups (up to five persons) traveling between various origins and destinations. • Is located along a dynamic itinerary formed in response to customer reservations. • Like microtransit, reservations are made through an online/mobile application or a call center. • The key advantage of PMoD is the cost structure based on service consumed (i.e., fixed subsidy per ride) versus cost based on hours of service provided (i.e., cost per revenue hour). This means that service coverage can be provided at off-peak periods, such as early mornings and evenings, at a far lower cost than other modes including fixed-route and paratransit service. • Highly convenient and responsive to customer needs because PMoD is customer demand driven.

Gaps in the active transportation system were informed by the review of relevant plans, including the Los Angeles County Bicycle Master Plan (2012), East San Gabriel Valley Active Transportation Plan (2019), and the San Gabriel Valley Greenway Network initiative. Data

indicators highlight mobility gaps as well, including bicycle or pedestrian collisions, disadvantaged community status, densities of sensitive population and employment, as well as existing and proposed land uses.

For a complete list of corridors identified for active transportation improvements, see Appendix G, *Mobility Action Plan*.

Corridors Identified in the MAP

A total of 72 corridors were identified for active transportation infrastructure improvement within the unincorporated ESGV. Of these, 46 corridors are either new recommendations or recommendations to upgrade the infrastructure currently proposed by the County. The other 25 corridors were recommendations carried over from the ESGV Active Transportation Plan, completed by Public Works in 2019.

Complete Streets and Green Streets

The concept of a Complete Street is a street that is safe and accessible for all users: pedestrians, bicyclists, rollers, transit users, and motor vehicle drivers. Complete Streets accommodate people of all ages and abilities. To take this concept further, Green Streets specifically prioritize active transportation users. Through a variety of design and operational treatments, a Green Street prioritizes bicycle and pedestrian circulation and open space over other transportation uses. This may include sidewalk widening, clearly marked bikeways, landscaping, traffic calming, and other pedestrian-oriented features.

Of the 46 corridors proposed for new or upgraded active transportation improvements, 12 were selected for further study, based on whether the corridors were suited for more extensive overhauls using complete street and green street designs. For more information on this analysis and the selected corridors, see Appendix G, *Mobility Action Plan*.

COMPONENTS OF COMPLETE AND GREEN STREETS

This section presents potential types of improvements that can be used throughout the ESGV to improve connectivity and access for active transportation users. Recommendations ae separated by the type of street and are conceptual in nature.

Each street presented as an example may not accommodate all of the proposed enhancements. Detailed design work would need to be to be completed to evaluate the most appropriate treatments for each street. The ideas included here showcase a range of possible improvements.

Strategies for Improving Wide Arterials

Example Streets: Azusa Hwy, Colima Rd, Hacienda Rd, Arrow Hwy, Citrus Ave, Covina Blvd, and Nogales St

Typical Conditions

- Existing arterials are often busy and feel unsafe for people walking and biking due to their wide right-of-way, swiftly moving vehicles, limited sidewalk space, infrequent pedestrian amenities (like trees and sidewalk lighting), and long blocks.

Improvements Recommended

- For people on bicycles, protected bicycle facilities can be added, including bicycle lanes that are protected behind vertical bollards or tucked in between the parking lane and the curb.
- For streets with buses, bus stops can be placed outboard of the bicycle lane, on platforms with bus shelters, real-time signage, and seating.
- For pedestrians, sidewalks can be enhanced with trees and landscaping, pedestrian lighting, and wayfinding signage that is oriented to people walking and biking. Sidewalks can be widened where possible. Travel lanes may be redesigned to accommodate these improvements.

Strategies for Improving Neighborhood Streets

Example Streets: Batson Ave, Don Julian Rd, and Gemini St.

Typical Conditions

- Existing neighborhood streets tend to have less vehicular traffic and are relatively more comfortable for people walking and biking than wide arterials, but neighborhood streets can be further enhanced for comfort and safety. Typical neighborhood streets are 3-4 lanes wide, often with parking. Some streets have sidewalks and others do not. Blocks can be long and tree cover is spotty.

Improvements Recommended

- Neighborhood streets can be enhanced for people walking and biking with features including:
  - Trees and landscaping
  - Pedestrian lighting
  - Wayfinding signage

- Slow speed signage and infrastructure (such as speed humps, traffic circles, chicanes, and splitter islands)
- Sharrow markings
- Crossing enhancements (e.g., crosswalks and corner bulb-outs)

Strategies for Improving Wide Intersections

Example Streets: Azusa Hwy, Colima Rd, Hacienda Rd, Arrow Hwy, Citrus Ave, Covina Blvd, and Nogales St.

Typical Conditions

- When two wide and busy arterials intersect, the crossing experience for people on foot or on bike can be challenging. Traffic is quickly moving, crossing times can be difficult for people who need more time or are in wheelchairs, and crossing on a bike can be difficult.

Improvements Recommended

- To make it easier for people riding bikes to cross the street as well as turn left, consider bike boxes at intersections along with two-stage queue left turn boxes.
- For pedestrians, walking conditions can be improved with enhancements such as high-visibility crosswalks, leading pedestrian intervals (LPIs), trees and landscaping, pedestrian lighting, and wayfinding signage.

7.3 Mobility Element Goals and Policies

VS 3 – Connected and Active Communities

Multi-use trails are trails used by equestrians, cyclists, hikers, and runners.

Multi-use trails

Goal M-1: ESGV communities are easily navigated by foot, bike, and other active modes, with safe and continuous sidewalks, bike paths, and multi-use paths and trails that support local circulation and tie ESGV communities together.

Policy M-1.1: Mobility Network. Tie ESGV communities together through a network of bikeways, multi-use paths and trails, and safe and connected sidewalks.

Policy M-1.2: Safe, Continuous Sidewalks. Provide safe, continuous, and well-maintained sidewalks throughout ESGV communities. Prioritize sidewalk improvements within disproportionately impacted communities.

Policy M-1.3: Neighborhood Greenways. Designate neighborhood greenways in each community, marked by bike and/or multi-use paths and trails, wayfinding, and other clear distinguishers, which lead to public transit stations, commercial services, community amenities, and job centers. Designated greenways should provide bike lanes and continuous sidewalks, multi-use trails, or meander through neighborhood streets to offer a safe, pleasant, and direct route to various destinations.

Policy M-1.4: First/Last Mile. Promote pedestrian first/last mile access to and from transit station/hub origin and destination points.

See the Los Angeles County ATSP for relevant initiatives for enhancing walkability and integrating land use and mobility throughout its communities.

Policy M-1.4

Policy M-1.5: Frontage Roads. Develop a strategy for the creative use of frontage roads that support community activities, such as periodic partial street closures for a street fair, farmer's market, food trucks, or a car-free bike zone.

Policy M-1.6: Wayfinding. Provide clear signage in multiple languages, as needed, to mark arrival into communities, provide direction and distance to important destinations, and clearly guide pedestrians and cyclists through the network of community greenways.

Policy M-1.7: Waterways. Maximize the use of water channel rights-of-way to provide off-road multi-use paths and trails that can serve as a recreational resource and means of commuting, while also tying ESGV's communities together.

Policy M-1.8: Pedestrian Passageways through Cul-de-Sacs. Provide pedestrian and bicycle passageways through the ends of neighborhood cul-de-sacs to arterials to provide residents greater access to services and amenities within walking distance.

See Chapter 6, *Parks and Recreation Element* for additional policies relating to multi-use trails and equestrian mobility and connectivity.

Policy M-1.9

Policy M-1.9: Equestrian/Multi-Use Trails and Connectivity. In communities with concentration of equestrian properties and uses, provide multi-use paths and trails from residential/equestrian neighborhoods to multi-use paths and trails in open space areas, routing and designing the multi-use paths and trails with the specific needs and perception of safety that horses and equestrians require for safe and pleasant movement through the Planning Area.

Goal M-2: The mobility system is connective, multi-modal, and provides improved access to daily needs, including local and regional destinations, that allows people to thrive.

Policy M-2.1: Connecting Healthy Spaces. Prioritize connections to food systems, health care facilities, parks, and other locations that support public well-being.

Policy M-2.2: Accessible Destinations. Prioritize mobility improvements that link transit, schools, parks, and other key destinations in the community.

Policy M-2.3: Close Network Gaps. Support mobility system enhancements that close identified transit and active transportation gaps, creating a cohesive and continuous network for bikers, rollers, pedestrians, and equestrians. Prioritize locations with higher concentrations of bicycle, equestrian, and pedestrian collisions, disproportionately affected communities, and other areas identified by key data indicators.

Policy M-2.4: Improved Community Transit. Expand and improve the access and frequency of the County shuttle network to provide greater connectivity with other local and regional transit services and to key destinations, prioritizing service to communities with low rates of car ownership and disproportionately affected communities.

Policy M-2.5: Expanded Transit Schedules. Support expanded hours for transit services to accommodate workers with varied schedules, including increasing frequency of service in the early morning, late evening, and on weekends. Prioritize access to key employment centers in ESGV.

Policy M-2.6: Innovative Mobility. Identify locations for innovative traffic safety features or pilot programs that support safety, accessibility, and sustainability, as considered in the *ESGV Mobility Action Plan*.

Policy M-2.7: Travel to Public Facilities. Enhance access to public facilities by improving the comfort and safety of routes to these places by transit riders, pedestrians, and people on bicycles.

Goal M-3: All modes of travel are efficient, comfortable, and feel safe on roads and pathways that are designed for all users, with infrastructure that is maintained and expanded to protect vulnerable groups, including pedestrians, equestrians, and people on bikes.

Policy M-3.1: Connective Active Transportation. Support connected and safe bicycle-, pedestrian-, and equestrian-friendly streets, sidewalks, multi-use paths and trails, and address real and perceived safety concerns to promote active transportation use.

Policy M-3.2: Active Transportation Infrastructure Upgrades. Support further studies to implement active transportation infrastructure improvements for the 12 priority corridors identified in the *ESGV Mobility Action Plan*, to be followed by studies for the other 34 corridors identified for new or upgraded infrastructure improvements.

Policy M-3.3: Connecting Active Transportation and Transit. Reduce car dependency by supporting the implementation of safe and convenient active transportation infrastructure that connects with and complements the transit network.

Policy M-3.4: Active Transportation Barriers. Work to remove barriers to walking, biking, and rolling, focusing on neighborhoods that are adjacent to or contain rail lines, wide roads and intersections, roads with frequent trucking activity, and freeways.

Policy M-3.5: Enhanced Active Transportation Amenities. Enhance safety and visibility in active transportation environments, including sidewalks and bicycle paths, by installing energy-efficient pedestrian-scale lighting, when and where feasible.

Policy M-3.6: Pedestrian Crossings at Wide Arterial Roads and Intersections. Support automation of the pedestrian crossing cycle at major intersections, providing a leading pedestrian interval (LPI) in advance of motorists, and an audible WALK phase at every cycle to eliminate the need to push a button, on identified wide arterials and intersections, when and where feasible.

Policy M-3.7: Deterring Unsafe Driving. Where repeated incidents of street racing, street takeovers, turning "donuts," or other unsafe driving activities have been reported, incorporate features that deter these activities, such as traffic calming measures, reducing lane and road widths to the minimum required for safe travel, or implementing other effective methods, when and where feasible.

Policy M-3.8: Focused Enforcement. Expand enforcement of speeding and traffic-related restrictions near schools and other activity centers, with the intent to dissuade dangerous driving behavior.

Policy M-3.9: Slow Neighborhood Streets. On neighborhood streets where speeding is a concern, support implementing slow speed signage and infrastructure (such as speed humps, traffic circles, etc.) and incorporating crossing enhancements (e.g., crosswalks, corner bulb-outs), when and where feasible.

Goal M-4: The mobility system is supported with sustainable planning and infrastructure and planning, and is prioritized equitably to meet the needs of sensitive groups, including youth and older adults.

Policy M-4.1: Sustainable Street Design. Incorporate sustainable design components into street treatments that increase safety for pedestrians, bicyclists, and sensitive groups, such as youth and older adults, while supporting environmental stewardship.

Policy M-4.2: Zero-emission Mobility. Support mode shifts to lower- or zero-emission travel modes that can reduce overall emissions from the mobility sector given the high rates of single-occupancy vehicles and long commutes in ESGV.

Policy M-4.3: Environmentally Just Mobility. Address inequities created by a history of car-centric design by prioritizing the mobility and safety needs of priority populations such as youth, older adults, zero-car households, and disproportionately affected communities.

Policy M-4.4: Goods Movement Impacts. Support programs that mitigate health and environmental quality impacts of the goods movement industry, including freight rail, trucking, and logistics/warehousing uses in unincorporated communities and adjacent jurisdictions. Mitigate negative impacts such as, increased congestion, conflicts and collisions between different travel modes, active transportation barriers, air quality, and other impacts on disproportionately affected communities.

Policy M-4.5: Multi-Lingual and -Format Information. Ensure transit and mobility service information is available in a variety of formats and languages and accessible to meet the needs of local populations.

Policy M-4.6: Accessible Transit Vehicles. Support use of transit vehicles with enhanced accessibility to accommodate a wide range of mobility-aide devices.

Policy M-4.7: Transit Safety. Support programs to enhance the safety of drivers and riders on transit vehicles to increase transit ridership.

Policy M-4.8: Transit Access for Independent Living. Support enhanced access to transit and transportation options that enable people to live well independently and that support expanded services to resident's homes. Prioritize programs to service aging populations, areas with limited transit access, including hillside neighborhoods, and disproportionately impacted communities.

Goal M-5: Mobility technology and innovations provide enhanced alternative transit access to support residents of all needs and abilities.

Policy M-5.1: Mobility Technology. Utilize accessible technology to implement more flexible transportation options that supplement existing service or address gaps in the existing network.

Policy M-5.2: Expanded Access to Micro-transit and Personal Mobility On-Demand (PMoD). Support expanded access to alternative transit modes, including micro-transit and PMoD, or other flexible, on-demand alternative transit options, to supplement existing transit needs and improve access to community destinations, residential areas, and mobility hubs, particularly for aging populations, areas not well-served by fixed transit routes, and disproportionately affected communities.

Policy M-5.3: Same Day Service. Support increased access to paratransit and alternative transit services that are provided on the same day as service is requested in a format that is accessible to all levels of technology use.

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