Final Draft

WEST SAN GABRIEL VALLEY AREA PLAN

Mobility Issues + Opportunities Background Brief

Prepared for
Los Angeles County Department of Regional Planning

December 2023

LA COUNTY PLANNING

ESA

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I. Introduction

Purpose of the Report

This section documents existing transportation conditions for eight unincorporated communities in West San Gabriel Valley Area (West SGV Area). Existing conditions data was compiled from information provided by the Los Angeles County (County), recent plans and studies, and related transportation research.

EIGHT UNINCORPORATED COMMUNITIES

1. Altadena
2. East Pasadena-East San Gabriel
3. Kinneloa Mesa
4. La Crescenta-Montrose
5. San Pasqual
6. South Monrovia Islands
7. South San Gabriel
8. Whittier Narrows

Organization and Content of the Report

This report documents the existing transportation system for the WSGV Planning Area and its eight unincorporated communities, including an inventory of:

- Street system
- Collision history
- Public transit system
- Bicycle facilities
- Pedestrian facilities
- Travel Pattern from Longitudinal Employer-Household Dynamics (LEHD)[1]

Based on the existing conditions, this report provides a summary of community-specific and common key mobility issues. A list of relevant planning documents guiding mobility in the WSGV is also provided to serve as a foundation for the WSGV Mobility Element.

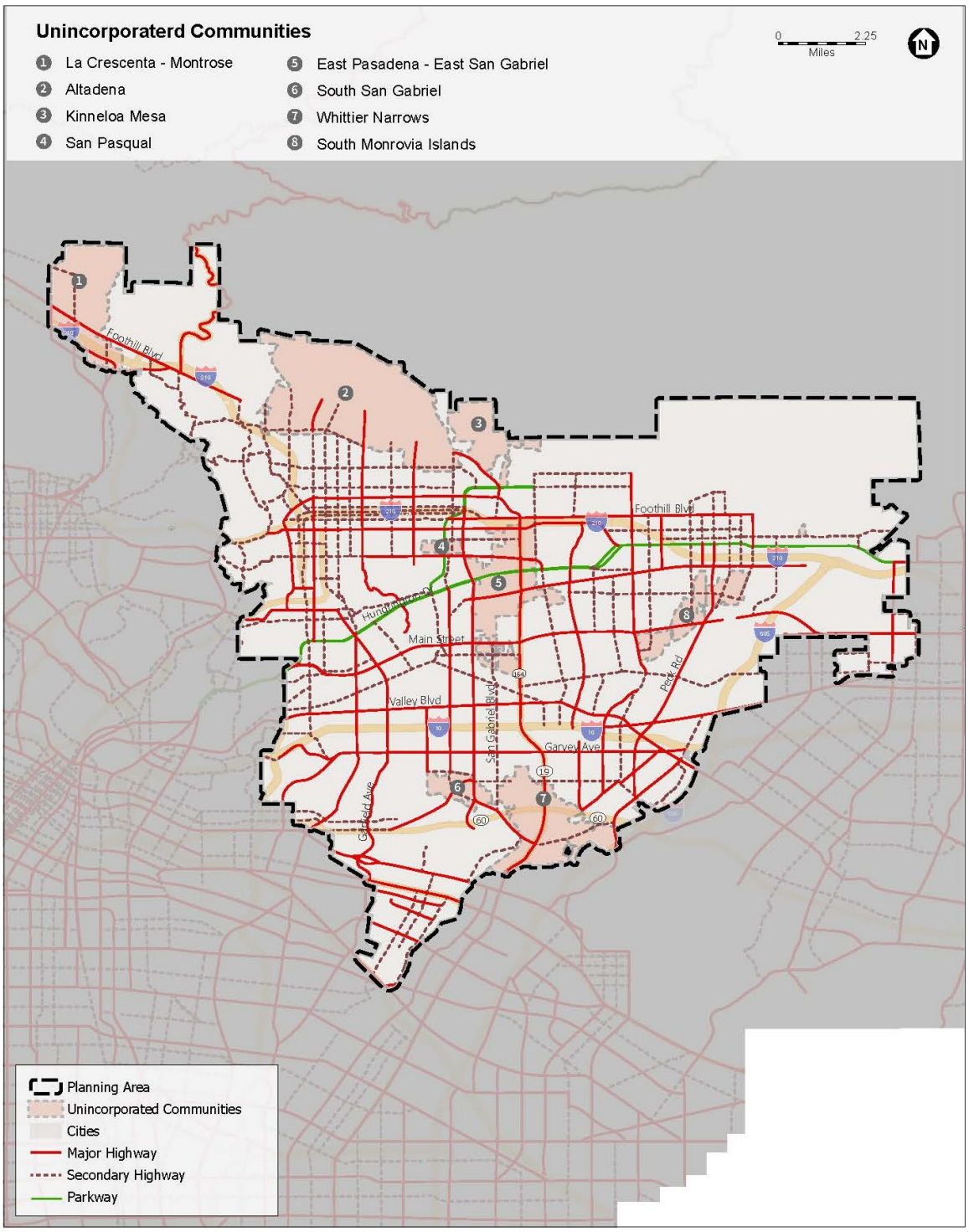
II. Planning Area Mobility Context

Street System

The WSGV Area is served by six freeways. Foothill Freeway (I-210), San Bernadino Freeway (I-10), and Pomona Freeway (SR-60) run east–west through the area. San Gabriel River Freeway (I-605) runs northeast-southwest along the east boundary of the area. Part of Arroyo Seco Parkway (SR-110) and Long Beach Freeway (I-710) also serve the area near the west boundary.

The County Highway Plan, maintained by Los Angeles County Public Works, designates roadways in Los Angeles County by their planned capacity. Presented in **Figure 1**, the WSGV Area is served by major highways, secondary highways, and parkways. According to the highway

[1] LEHD makes available several data products that may be used to research and characterize workforce dynamics for specific groups. Travel Pattern from LEHD was not available for Kinneloa Mesa and Whittier Narrows.



SOURCES: Los Angeles County DRP; ESA; UrbanFootprint; Fehr & Peers, 2023

West San Gabriel Valley Area Plan

Figure 1
Street System in West SGV Area

plan roadway classifications in the General Plan 2035 Mobility Element (Mobility Element), major highways are designated to have countywide significance and are the most highly traveled routes. These roads generally have four or more lanes of for vehicular traffic, channelized medians and, to the extent possible, access control and limits on intersecting streets. Secondary highways include urban and rural routes that serve or are planned to serve an areawide or countywide function but are less heavily traveled than major highways. Secondary highways also frequently act as oversized collector roads that feed the countywide system. Access control, especially to residential property and minor streets, is desirable along these roads. Parkways include urban and rural routes that have park-like features either within or adjacent to the roadway. The right-of-way width required varies as necessary to incorporate these features, typically with a minimum of 80 feet.

There are a handful of major highways and secondary highways running in the West SGV Area, but the roadway patterns and classification distributions varies among different communities. There are two parkways[2] running through the WSGV, Huntington Drive and Sierra Madre Boulevard, directly serving Kinneloa Mesa, San Pasqual, and East Pasadena-East San Gabriel.

Collision History

The Transportation Injury Mapping System (TIMS)[3] provides details of the motor vehicle collision history resulting in injury in the West SGV Area. The data summarized in **Table 1** includes collision records spanning from January 1, 2018, through December 31, 2022.[4] The West SGV unincorporated communities had a total of 1,684 injury collisions, accounting for 6% of the total number of injury collisions in the County's unincorporated communities. It includes 89 pedestrian-involved injury collisions (6%), 68 bicycle-involved injury collisions (5%), and 1,299 vehicles-only injury collisions (89%).

In August 2020, the Los Angeles County Board of Supervisor's adopted the County's Vision Zero Action Plan to eliminate fatal collisions on County-maintained roadways in the unincorporated communities. The Action Plan identified 200 Collision Concentration Corridors, or road segments where three or more fatal or severe injury collisions occurred within a half-mile between 2013 and 2017. Seven Collision Concentration Corridors are located in the West SGV unincorporated communities, listed in Error! Reference source not found.. Rosemead Boulevard from South El Monte city boundary to Pomona Freeway was identified as one of the top 20 Collision Concentration Corridors across all the unincorporated communities. There were five reported

[2] According to the US Department of Transportation Federal Highway Administration (FHWA), the term "parkway" was coined by landscape architects Calvert Vaux and Frederick Law Olmsted for Brooklyn's Eastern Parkway to describe a road designed for pleasure riding, not commercial activity. In 1923, the Bronx River Parkway, which featured a landscaped roadside, modernized version this idea for the automobile age. Although parkway was designed to fit into the topography, featured a landscaped roadside, and excluded commercial traffic, nowadays these roadways have evolved to include some commercial uses and traffic. Source: https://www.fhwa.dot.gov/highwayhistory/nps_parkways.pdf. Accessed 9/26/2023.

[3] The Transportation Injury Mapping System (TIMS) has been developed over the past ten-plus years by Safe Transportation Research and Education Center (SafeTREC) to provide quick, easy, and free access to California crash data, the Statewide Integrated Traffic Records System (SWITRS), that has been geo-coded by SafeTREC to make it easy to map crashes.

[4] This includes the time period of the COVID-19 pandemic when the mandatory statewide stay-at-home order was effective from March 2020 to January 2021.

fatal and severe injury collisions between 2013 and 2017. This number decreased to four fatal and severe injury collisions during 2018–2022, based on TIMS data.

TABLE 1
MOTOR VEHICLE COLLISION SUMMARY BY INVOLVEMENT IN WEST SGV AREA (2018–2022)

Collision Involved with	Number of Collisions in West SGV Area	Number of Killed or Seriously Injured (KSI) in West SGV Area	Number of Fatalities in West SGV Area	Number of Collisions in County	West SGV Area % of Total Collisions in County
Pedestrian	89	20	4	1,725	5.16%
Bicycle	68	20	5	1,046	6.50%
Vehicles Only	1,299	92	16	27,539	4.72%
Total	***1,456***	***132***	***25***	***30,310***	***4.80%***

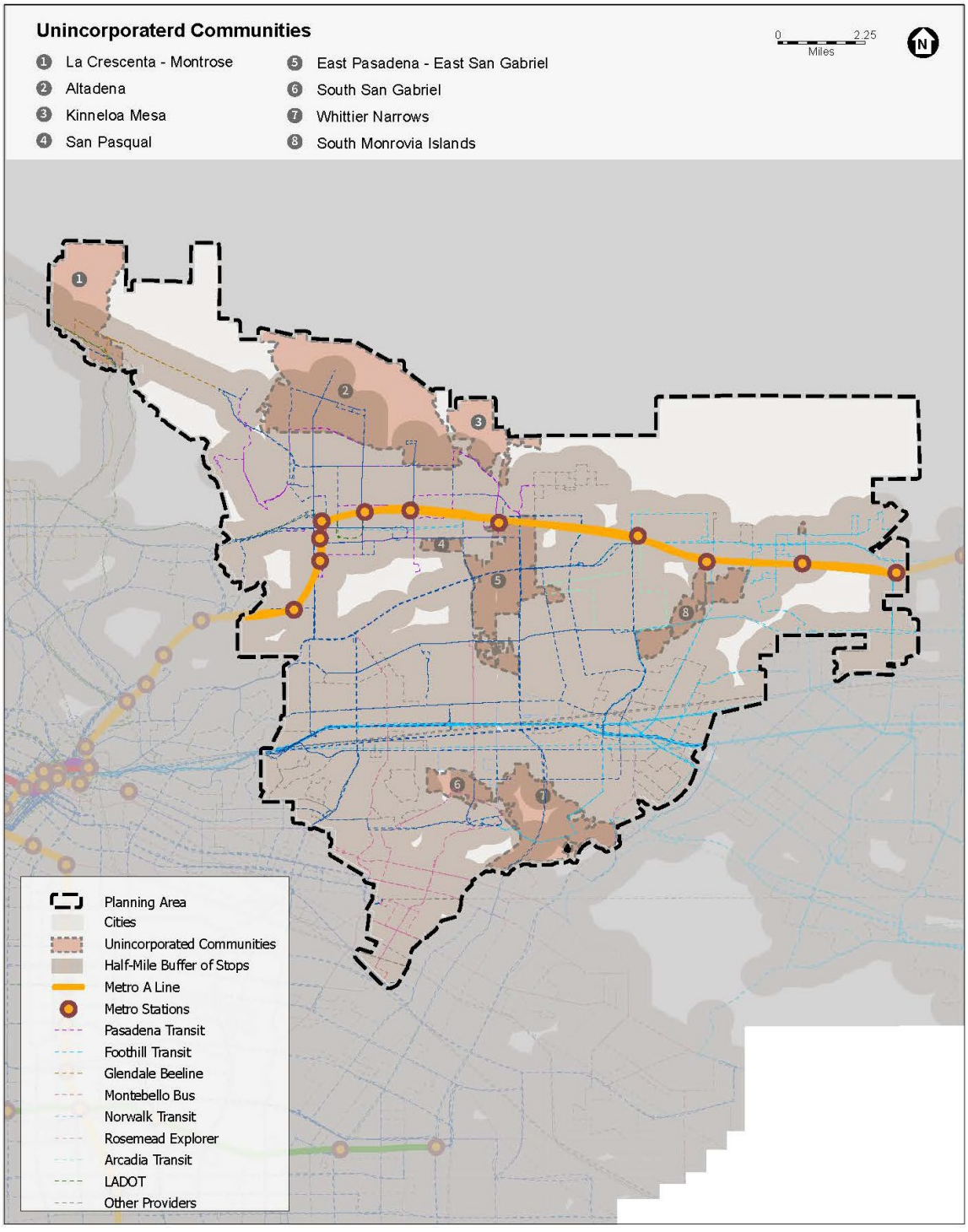
Along two other Collision Concentration Corridors in the West SGV area, TIMS data indicated fatal and severe injury collisions also during the recent five year period between 2018 and 2022: two fatal and severe injury collisions along Lake Avenue in Altadena and one along Live Oak Avenue in South Monrovia Islands.

Public Transit System

The WSGV area is served by Metro A Line, which connects communities to Downtown Los Angeles. Residents and employees in East Pasadena-East San Gabriel and South Monrovia Islands enjoy this light rail service with the Sierra Madre Villa Station and Monrovia Station located on the north side of the communities, respectively. Local services provided by other transit operators provide connections to Metro A Line stations, Downtown Los Angeles, and other key destinations within and outside the area. **Figure 2** shows the public transit system operating within the West SGV area. Some communities in the northern part of the area are not covered by half-mile buffer of existing transit stops.

In addition to transit service with fixed routes and schedule, Altadena and Kinneloa Mesa are also served by Metro Micro (**Figure 3**), which is an pilot program through September 2024[5] that provides on-demand rideshare service for short local trips and uses small vehicles (seating up to 10 passengers). **Table 2** summarizes transit operators, number of transit routes serving each community, and gaps where transit service does not align with commuter travel pattern. For instance, Downtown Los Angeles is one of the major job clusters for West SGV residents, but there is no direct transit route connecting residents in Altadena or South San Gabriel to this job center. These gaps indicate the need for regional transit improvements that better connect residents to their job locations. More information is presented in Chapter III for each community.

[5] Preview of Metro Board of Director's meeting on Thursday, September 28, 2023. Assessed 11/28/2023. https://thesource.metro.net/2023/09/26/preview-of-metro-board-of-directors-meeting-on-thursday-sept-28/.



SOURCES: Los Angeles County DRP; ESA; UrbanFootprint; Fehr & Peers, 2023

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Figure 2
Public Transit System in West SGV Area

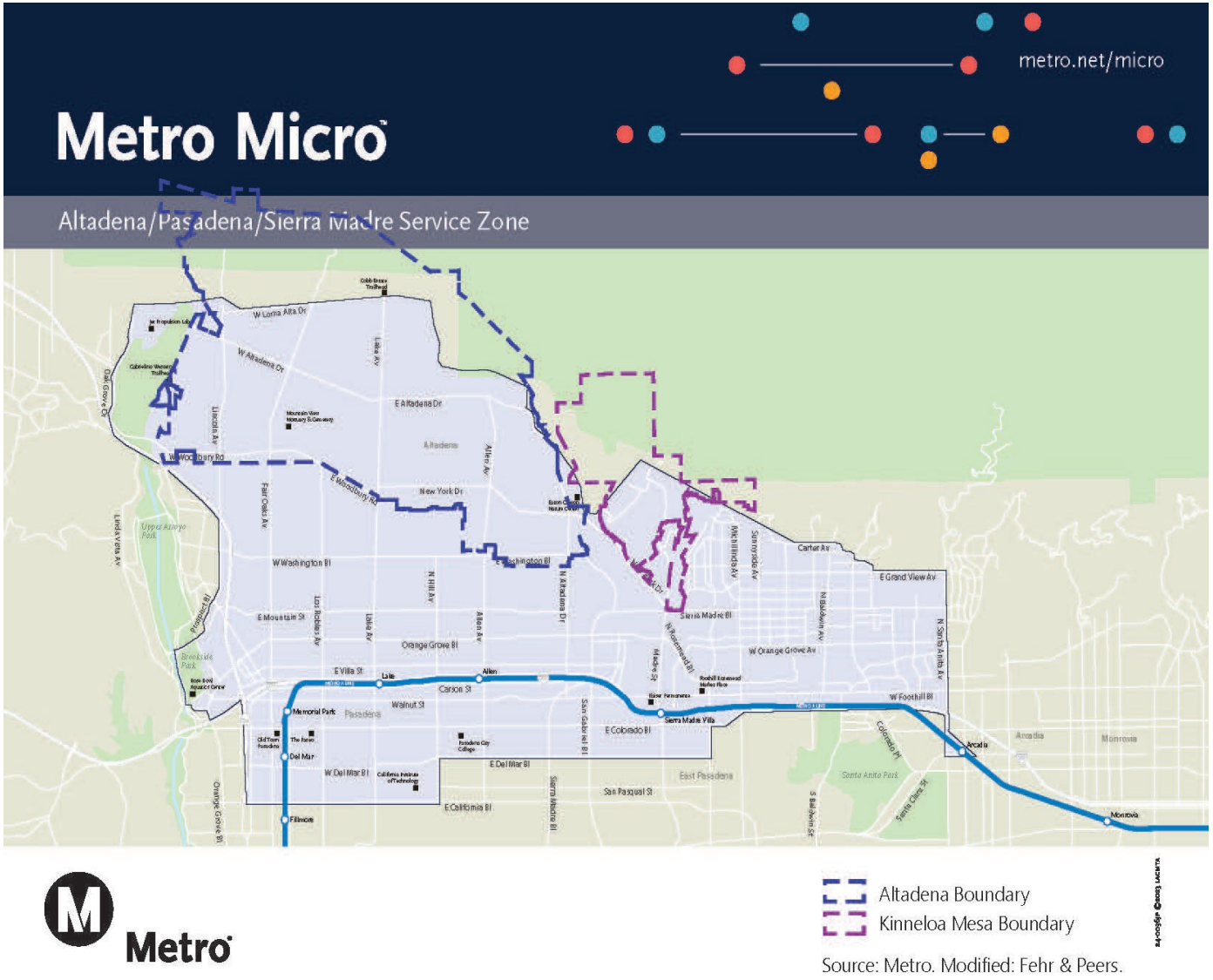


Figure 3
Metro Micro and West SGV Communities

TABLE 2
TRANSIT SERVICE IN WEST SGV AREA

Community	Transit Operator	Number of Transit Routes Serving the Community	Major Job Locations without Direct Transit Route
Altadena	Metro, Pasadena Transit	6 + Metro Micro	DTLA, Burbank
East Pasadena-East San Gabriel	Metro, Pasadena Transit, Foothill Transit, Arcadia Transit	9	JPL
Kinneloa Mesa	Pasadena Transit, Metro Micro	1 + Metro Micro	*No data available*
La Crescenta-Montrose	Metro, LADOT, Glendale Beeline	4	Mid-Wilshire
San Pasqual	Metro	2	JPL
South Monrovia Islands	Metro, Foothill Transit	6	N/A
South San Gabriel	Metro, Montebello Bus Lines, Rosemead Explorer	4	DTLA
Whittier Narrows	Metro, Foothill Transit, Norwalk Transit, Rosemead Explorer	5	*No data available*

Bicycle Facilities

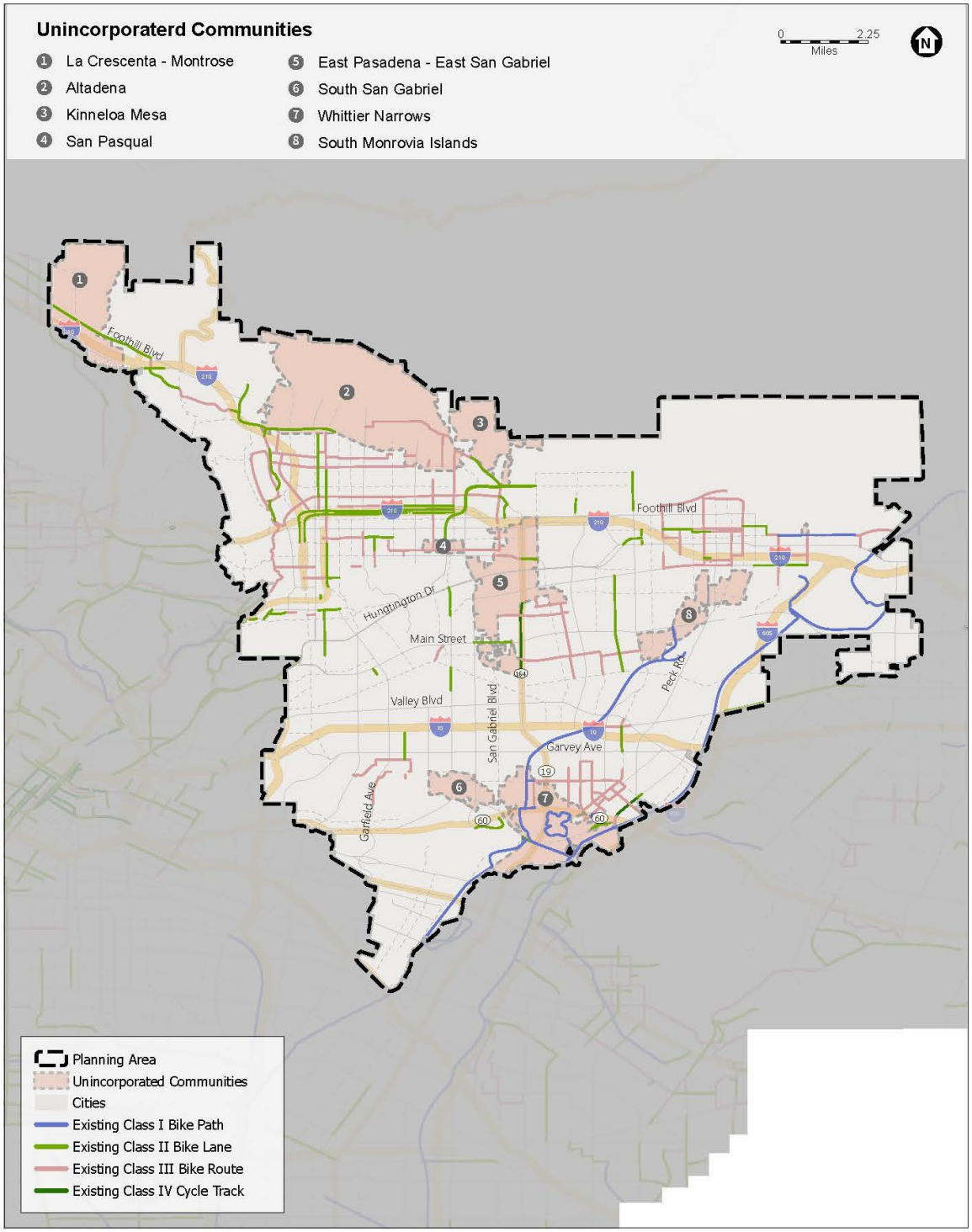
Existing bicycle facilities in the WSGV Area are not equally distributed. Most bikeways are in the City of Pasadena, City of Monrovia, City of Temple City, and City of South El Monte, while very limited bikeways exist in unincorporated communities in the area. Gaps in the bikeway network exist along jurisdictional boundaries between these cities and unincorporated communities, such as the south border of Altadena, the southeast border of East Pasadena-East San Gabriel, as well as the north and west borders of South Monrovia Islands. There are three Class I bike paths running through the area: the Duarte Bike Path, Rio Hondo Bike Path, and San Gabriel River Bike Path. The Duarte Bike Path and Rio Hondo Bike Path run along the boundaries of South Monrovia Islands. The Rio Hondo Bike Path then connects to the San Gabriel River Bike Path in Whittier Narrows. **Figure 4** shows existing bicycle facilities within the entire West SGV area.

Pedestrian Facilities

Tree Canopy

The presence of shade from trees planted along a sidewalk right-of-way greatly enhances the experience of walking or rolling to local destinations throughout a community. Shade from trees provides relief during sunny, warm days and creates a more pleasing setting for pedestrians and bicyclists. Additionally, street trees can provide a natural barrier between sidewalk users and automobiles, improving comfort and safety.

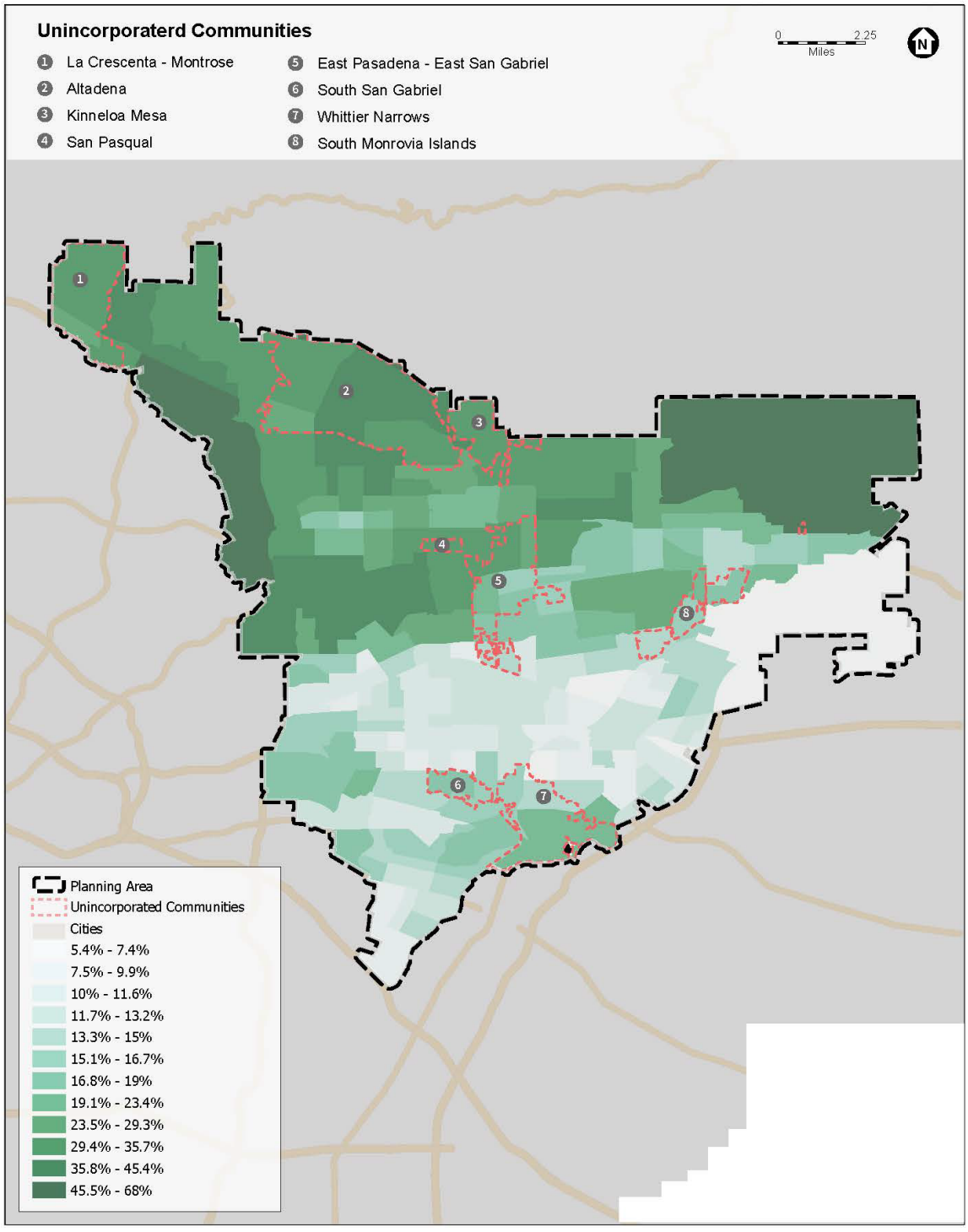
The current tree canopy varies across the eight unincorporated communities across the West SGV area, as shown in **Figure 5**. Northern portions of the region have a high percentage of shade coverage. Altadena, Kinneola-Mesa, and La Crescenta-Montrose have greater than one-third of the land area in their communities covered by tree canopy. Conversely, areas to the south of the West SGV area, such as South San Gabriel and South Monrovia Islands, have less than 20% of their area covered by tree canopy. The average for Los Angeles County (including cities and unincorporated communities) is 18% tree canopy coverage, and thus while many of the communities in the West SGV area meet or exceed this average, there is room for improvement.



SOURCES: Los Angeles County DRP; SCAG, ESA; UrbanFootprint; Fehr & Peers, 2023

West San Gabriel Valley Area Plan

Figure 4
Bicycle Facilities in West SGV Area



SOURCES: Los Angeles County DRP; ESA; UrbanFootprint; Fehr & Peers, 2023 West San Gabriel Valley Area Plan

Figure 5
Existing Tree Canopy Coverage by Census Tract in West SGV Area

Level of Traffic Stress

Level of Traffic Stress (LTS) is another measure that can describe the built environment for people walking and biking. This approach was developed in 2012 by the Mineta Transportation Institute and San Jose State University. It quantifies the amount of discomfort that people feel when they bicycle close to traffic.[6] The LTS score, which ranges from one (low) to four (high) incorporates several variables, such as the number of lanes, speeds, and presence of trails/cycle tracks/bike lanes along a particular roadway. Generally, high-speed, multilane corridors score higher on the LTS scale, while low-speed, narrower streets score lower unless attention is given to separating bicyclist from vehicular modes. While not specifically designed for pedestrians, bicycle LTS is a good proxy for the intensity of traffic adjacent to the sidewalk (or the shoulder/space behind the curb where sidewalk should be). A lower LTS would generally mean that there is either low traffic intensity (speed/volume) or a bike facility that would serve as a buffer between traffic and pedestrians or both.

The LTS of the roadway networks within the West SGV area's several unincorporated communities vary, with the LTS ranging higher in communities where major arterials are present and lower in communities consisting of mostly local roads and open space.

Additionally, the Collision Concentration Corridors identified in the County's Vision Zero Action Plan served as an additional measure to compare the LTS outputs with existing collision data. Collision Concentration Corridors are present within the communities of Altadena, the South Monrovia Islands, South San Gabriel, and Whittier Narrows, with each of the corridors located along roadways with an LTS of three or higher. These corridors, in addition to all roadways with LTS scores of three or higher, indicate areas that are particularly stressful for bicyclists and pedestrians. LTS maps are provided in Chapter III at community level.

Travel Patterns and Mode Share

Travel Pattern Analysis was conducted using the LEHD Origin Destination Employment Statistics (LODES). OnTheMap[7] provides travel patterns of workers Based on (2002–2020) LODES that shows where workers are employed and where they live (**Table 3**). On average, only 4% of residents with jobs work in the community where they live, which is relatively low compared to the rest of California (37%) and East San Gabriel Valley (15%).[8] More than half of the workers in the area travel more than 10 miles one-way to where they work.

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6 Mekuria, Maaza, Peter G. Furth, and Hilary Nixon, Low-Stress Bicycling and Network Connectivity, San Jose, CA: Mineta Transportation Institute, 2012. Accessed 9/28/2023. https://transweb.sjsu.edu/research/Low-Stress-Bicycling-and-Network-Connectivity.

7 OnTheMap is a web-based mapping and reporting application that shows where workers are employed and where they live. Accessed August 15, 2023. https://onthemap.ces.census.gov.

8 Data retrieved from the Technical Memorandum of East SGV Mobility Action Plan Existing Conditions Analysis and Policy/Literature Review (prepared by IBI Group for Los Angeles County), July 2021. The percentage for California and East SGV includes cities and unincorporated communities.

TABLE 3
TRAVEL PATTERN SUMMARIES BY COMMUNITIES IN 2020

Community	Working Population	Work and Live in the Community	% of Community's Working Population	Commute Distance More than 10 Miles	% of Community's Working Population
Altadena	19,457	961	5%	12,280	63%
East Pasadena	2,377	80	3%	1,373	58%
East San Gabriel	9,222	218	2%	4,942	54%
La Crescenta-Montrose	9,447	360	4%	5,601	59%
San Pasqual	951	15	2%	499	52%
South Monrovia Islands	2,929	39	1%	1,740	59%
South San Gabriel	3,073	71	2%	1,374	45%
Total	***47,456***	***1,744***	***4%***	***27,809***	***59%***

NOTE: There are no data available for Kinneloa Mesa and Whittier Narrows. East Pasadena – East San Gabriel were analyzed as two separate communities in OnTheMap.

Hereafter, an area's "working population" refers to the number of people who live in that area who have jobs, regardless of the location of those jobs. Alternately, "employees" refers to the number of people who work in an area, regardless of where they live.

Table 4 presents the findings of the American Community Survey, which investigated the mode choice of residents in unincorporated communities in West SGV area. In 2022, the majority of commuters of employment age (16 years and older) traveled by vehicles, with 84% driving alone and 9% carpooling. Only 2% of trips to work were taken by transit and 4% taken by walk, bike, and other modes. This overall mode share pattern is similar to findings from Los Angeles County (including cities and unincorporated communities), but West SGV residents had higher vehicle uses than the County. Mode share in each community is presented in the next Chapter.

TABLE 4
MODE SHARE OF COMMUTERS IN WEST SGV AREA IN 2022

		West SGV		Los Angeles County	
Mode Share		**Number of Commuters**	**Percentage**	**Number of Commuters**	**Percentage**
Car, truck, or van	Drive alone	36,157	84%	3,220,537	78%
	Carpooled	3,942	9%	440,344	11%
Transit	Bus	621	1%	181,487	4%
	Light rail	330	1%	26,535	0.6%
	Commuter rail	76	0.2%	9,349	0.2%
Walk		749	2%	116,287	3%
Bike, motorcycle, or other modes		1,035	2%	117,001	3%
Total		***42,910***	***100%***	***4,111,540***	***100%***

SOURCE: American Community Survey 5-Year Estimates (2022)
NOTE: There are no data available for Kinneloa Mesa and Whittier Narrows.

III. Mobility Issues and Opportunities

Altadena

Introduction

Altadena is an unincorporated community bound by Antelope Valley to the north and City of Pasadena to the south, west, and east. Foothill Freeway (I-210) runs northwest to southeast through the southwest corner of Altadena. There are several highways within Altadena's boundary, but most of them stop close to the south portion of the community.

Existing Transportation System

Street System

The transportation system in Altadena consists of a roadway network including freeways, major and secondary highways, and local streets. Foothill Freeway (I-210) runs northwest to southeast through the southwest corner of Altadena, which provides regional freeway access to the community. **Figure 6** shows the layout of street systems in Altadena.[9]

Major Highways

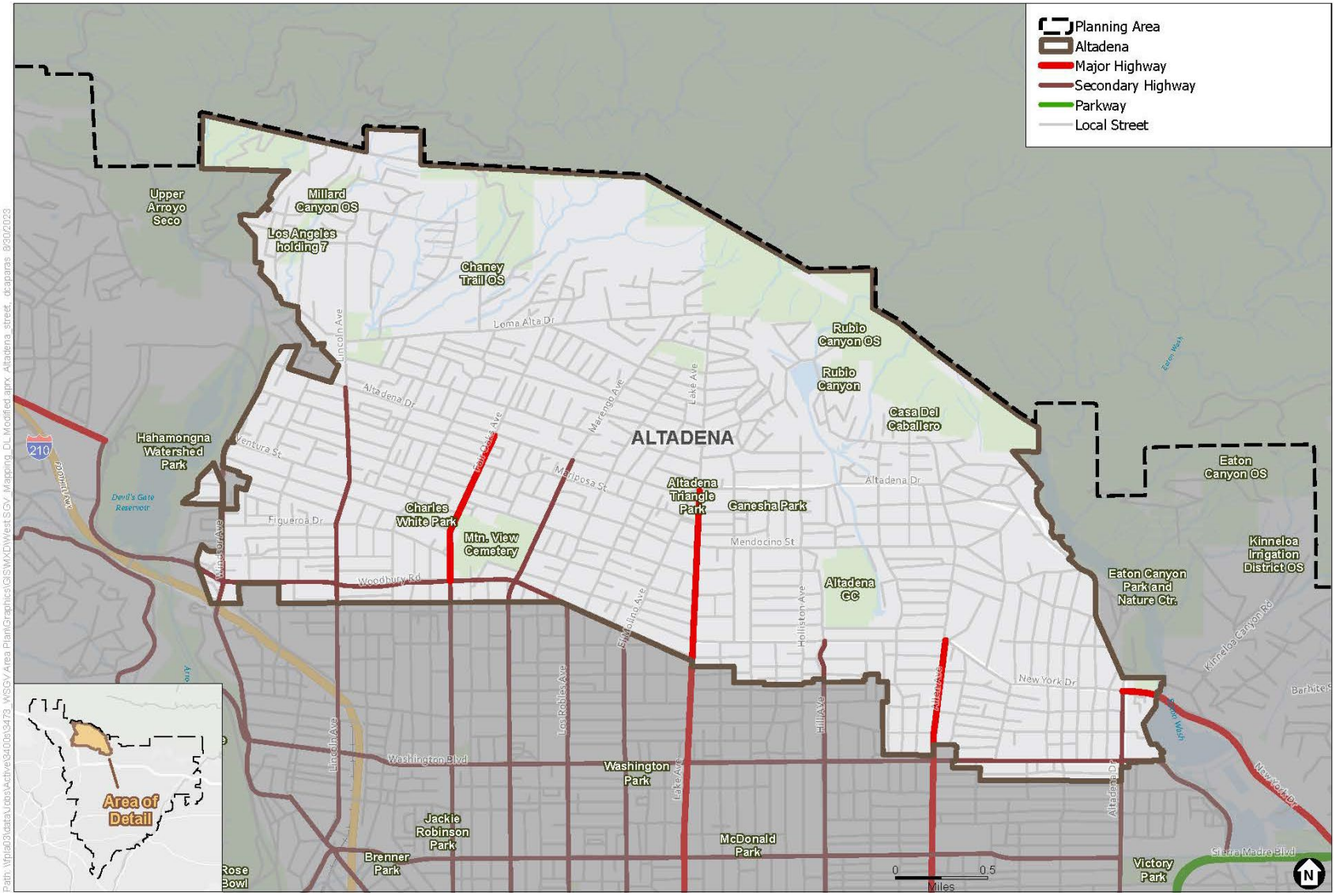
There are four major highways that run through part of Altadena, including Fair Oaks Avenue, Lake Avenue, Allen Avenue, and New York Drive.

Fair Oaks Avenue runs north–south through Altadena, with the segment between Altadena Drive and Woodbury Road designated as a major highway. It provides two travel lanes in each direction with a center turn lane along most of the roadway. On-street parking spaces are provided in some segments. Dedicated left-turn lanes are provided at signalized intersections and some unsignalized intersections. The posted speed limit is 35 miles per hour (mph).

Lake Avenue runs north–south through Altadena, with the segment south of Altadena Drive designated as a major highway. It provides two travel lanes in each direction with a center turn lane along most of the roadway. On-street parking spaces are provided in some segments. Dedicated left-turn lanes are provided at signalized intersections and some unsignalized intersections. The posted speed limit is 35 mph.

Allen Avenue runs north–south through Altadena, with the segment south of New York Drive designated as a major highway. It provides one travel lane in each direction with a center turn lane with on-street parking permitted. Dedicated left-turn lanes are provided at signalized intersections. The Posted speed limit is 35 mph.

[9] Existing roadway classification based on Los Angeles County Master Plan of Highways.



SOURCES: Los Angeles County DRP; ESA; UrbanFootprint; Fehr & Peers, 2023

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Figure 6
Street System in Altadena

New York Drive runs east–west at the southeast corner of Altadena. Only the segment east of Altadena Drive is designated as a major highway. It provides two travel lanes in each direction divided by a center median with no on-street parking. Dedicated left-turn lanes are provided at intersections and driveway to Eaton Canyon. The posted speed limit is 35 mph.

Secondary Highways

There are ten secondary highways serving Altadena, including Oak Grove Drive, Arroyo Boulevard, Woodbury Road, Windsor Avenue, Lincoln Ave, Fair Oaks Avenue, Marengo Avenue, Washington Boulevard, Altadena Drive, and Hill Avenue.

Oak Grove Drive runs east–west at the southwest corner of Altadena. It provides two travel lanes in each direction divided by a center median with no on-street parking. Dedicated left-turn and right-turn lanes are provided at the signalized. It also provides two bike lanes in each direction. The posted speed limit is 35 mph.

Woodbury Road runs east–west at the southwest corner of Altadena. From Windsor Avenue to Santa Rosa Avenue, it provides two travel lanes in each direction with a center median and bike lanes along most of the roadway. On-street parking spaces are provided in some segments. Dedicated left-turn lanes are provided at signalized intersections and some unsignalized intersections. The posted speed limit is 40 mph. From Santa Rosa Avenue to Lake Avenue, one travel lane in each direction. The posted speed limit is 30 mph.

Washington Boulevard runs east–west through Altadena. It provides two travel lanes in each direction divided by a solid double yellow line. On-street parking spaces are provided throughout most segments. Dedicated left-turn lanes are provided at signalized intersections. The posted speed limit is 35 mph.

Altadena Drive runs north–south, with the segment south of New York Drive designated as a secondary highway. It provides two travel lanes in the southbound direction and one travel lane in the northbound direction with a center turn lane along most of the roadway. In the segment south to Washington Boulevard, it provides two travel lanes. On-street parking spaces are provided in most segments. Dedicated left-turn lanes are provided at signalized intersections. The posted speed limit is 35 mph.

Hill Avenue runs north–south, with the segment south of New York Drive designated as a secondary highway. It provides one travel lane in each direction divided by a solid double yellow line. On-street parking spaces are provided in most segments. There are no dedicated left-turn lanes at the intersections. The posted speed limit is 25 mph.

Marengo Avenue runs north–south, with the segment south of Altadena Drive designated as a secondary highway. It provides one travel lane in each direction with on-street parking spaces provided in some segments. Dedicated left-turn lanes are provided at signalized intersections. The posted speed limit is 35 mph.

Lincoln Avenue runs north–south, with the segment south of Altadena Drive designated as a secondary highway. It provides one travel lane in each direction with a center turn lane along most of the roadway. On-street parking spaces are provided in some segments. Dedicated left-turn

lanes are provided at signalized intersections. Dedicated right-turn lanes are provided at some unsignalized intersections. The posted speed limit is 35 mph.

Windsor Avenue runs north–south, with the segment south of Mountain View Street designated as a secondary highway. From Mountain View Street to Woodbury Road, it provides one travel lane in each direction with a center turn lane along most of the roadway. On-street parking spaces are provided in some segments. Dedicated left-turn lanes are provided at signalized intersections and some unsignalized intersections. The posted speed limit is 35 mph.

Arroyo Boulevard runs north–south, with the segment south of Woodbury Road designated as a secondary highway. It provides two travel lanes in each direction with a center turn lane along most of the roadway. On-street parking spaces are not provided. Dedicated left-turn lanes are provided at signalized intersections and some unsignalized intersections. A bike lane is provided in the southbound direction. Dedicated right-turn lanes are provided at signalized intersections. The posted speed limit is 35 mph.

Fair Oaks Avenue runs north–south, with the segment south of Woodbury Road designated as a secondary highway. It provides two travel lanes in each direction with a center turn lane along most of the roadway. On-street parking spaces are provided in most segments. Dedicated left-turn lanes are provided at signalized intersections. The posted speed limit is 35 mph.

Local Streets

Local streets provide access to individual parcels and generally provide one travel lane in each direction. All remaining streets not otherwise classified as highways fall under this classification.

Collision History

TIMS provides details of the motor vehicle collisions resulting in injury in the community. The data summarized below includes injury collision records spanning from January 1, 2018, through December 31, 2022. **Table 5** summarizes injury collisions within the community by involvement, including fatalities and injuries associated with the collisions. Altadena had 436 injury collisions all types, which is approximately 30% of total injury collisions (1,456) across the eight unincorporated communities in the West SGV area. Altadena's bicycle injury collisions (32) account for 47% of the total bicycle injury collisions in all unincorporated communities in West SGV (68). Bicycle injury collisions are higher in Altadena than other communities in the ____. 80% of these bicycle collisions occurred at intersections. The primary collision factors include:

1) Vehicle right of way violation (41%), meaning vehicle drivers not yielding during/after making a turn or entering an intersection
2) Improper turning (16%), meaning vehicles making unpredictable moves such as leaving their lane without reasonable warning
3) Unsafe speed (9%)
4) Others

TABLE 5
MOTOR VEHICLE COLLISION SUMMARY BY INVOLVEMENT IN ALTADENA (2018–2022)

Collision Involved with	Number of Injury Collisions	Number of Killed or Seriously Injured (KSI)	Number of Fatalities	% of Injury Collisions compared to West SGV Area [a]	% of KSI compared to West SGV Area	% of Fatalities compared to West SGV Area
Pedestrian	35	8	1	39%	40%	25%
Bicycle	32	6	0	47%	30%	0%
Vehicles Only	369	27	1	28%	29%	6%
Total	***436***	***41***	***2***	***30%***	***31%***	***8%***

a. Refers to the eight unincorporated communities in West SGV Area.

Figure 7 and **Figure 8** show the five-year breakdown by involvement and collision locations.

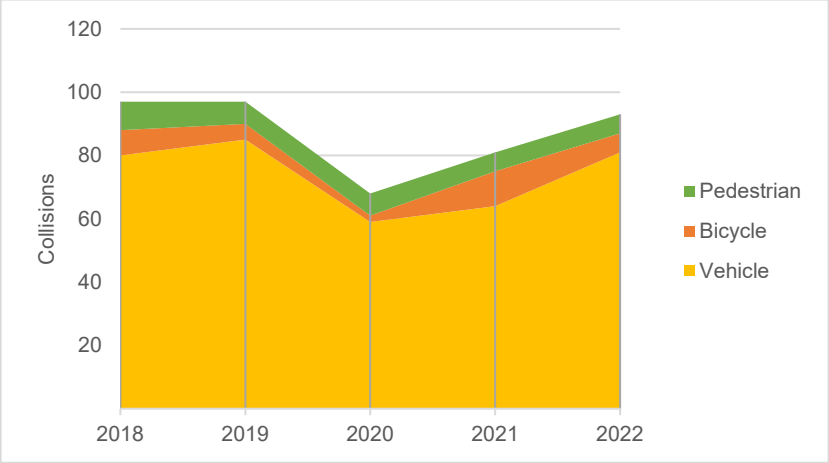
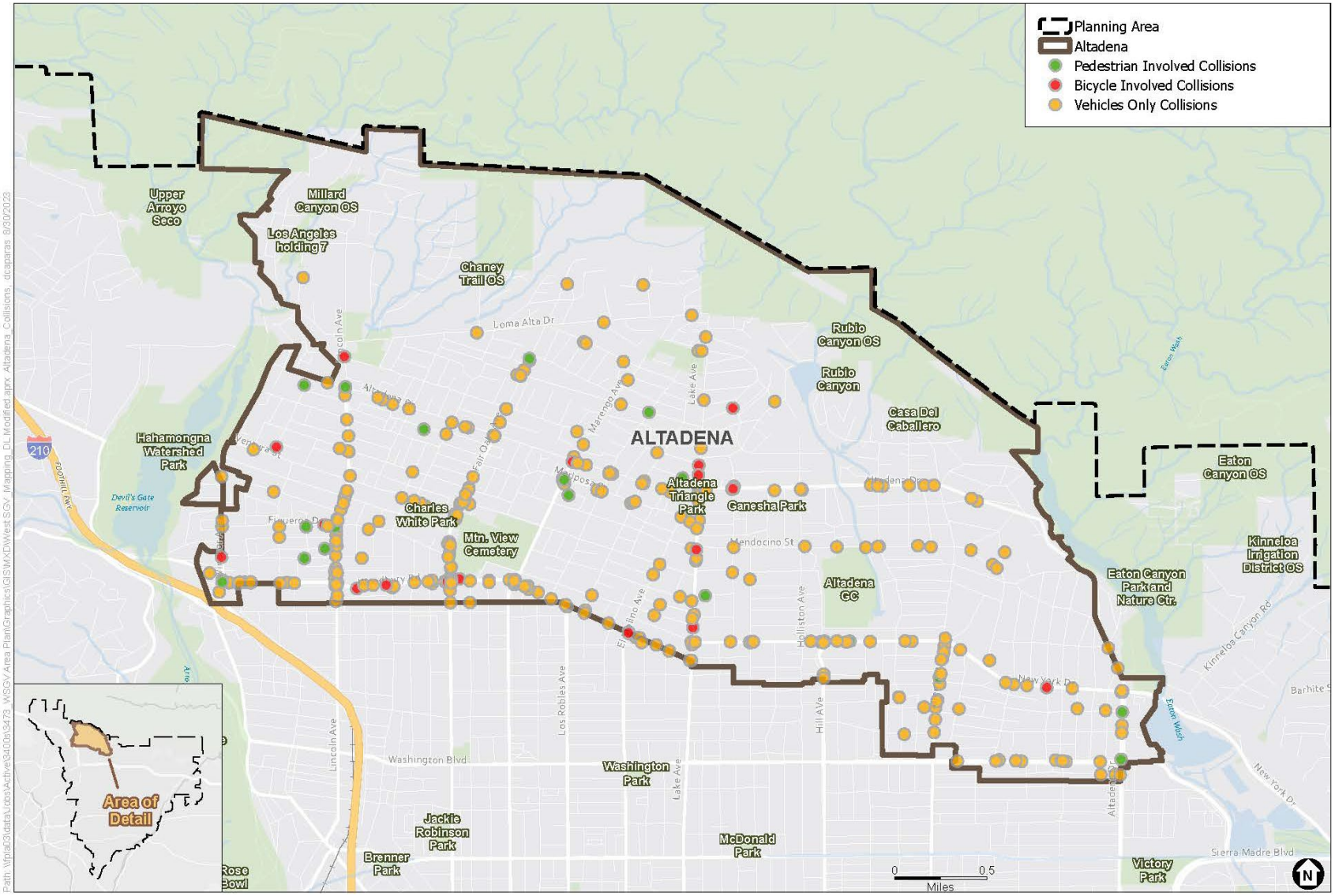


Figure 7
Five-Year Collision Summary by Involvement in Altadena



SOURCES: Los Angeles County DRP; ESA; UrbanFootprint; Fehr & Peers, 2023

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Figure 8
Five-Year Collision Map in Altadena

Table 6 summarizes injury collisions by crash type. Of the 436 reported collisions during this timeframe, broadside (40%) and rear-end (19%) collisions were the most frequent crash types in the community.

TABLE 6
CRASH TYPE FREQUENCY IN ALTADENA (2018–2022)

Crash Type	Number of Injury Collisions	Percentage
Head-On	35	8%
Sideswipe	51	12%
Rear End	83	19%
Broadside	173 [a]	40%
Hit Object	36	8%
Overturned	5	1%
Vehicle/Pedestrian	34	8%
Other	19	4%
Not Stated	0	0%
Total	***436***	***100%***

a. 64 of 173 broadside collisions were due to drivers not yielding after left turn or U-turn.

Figure 9 displays the frequency of injury collisions by mode for different times of day. Generally, more collisions occurred during midday and evening peak hours, bicycle-involved collisions and pedestrian-involved collisions occurred most frequently during the morning peak hours.

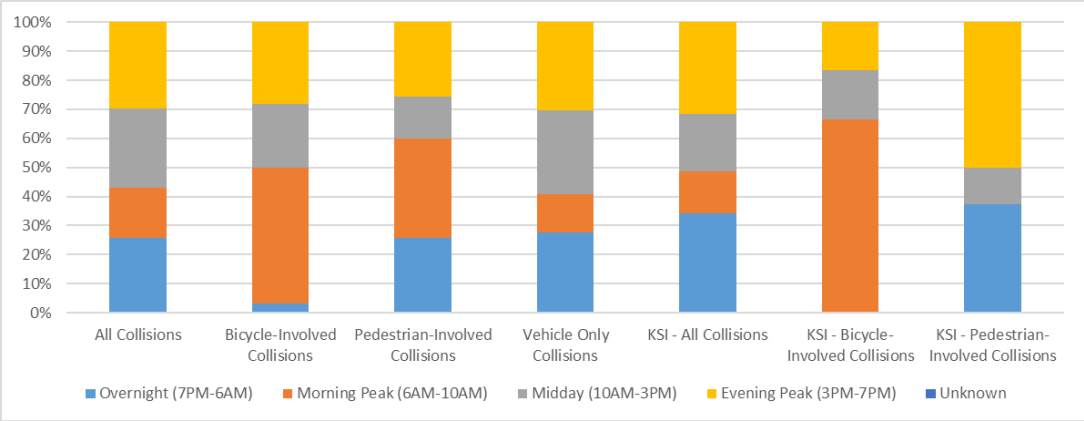
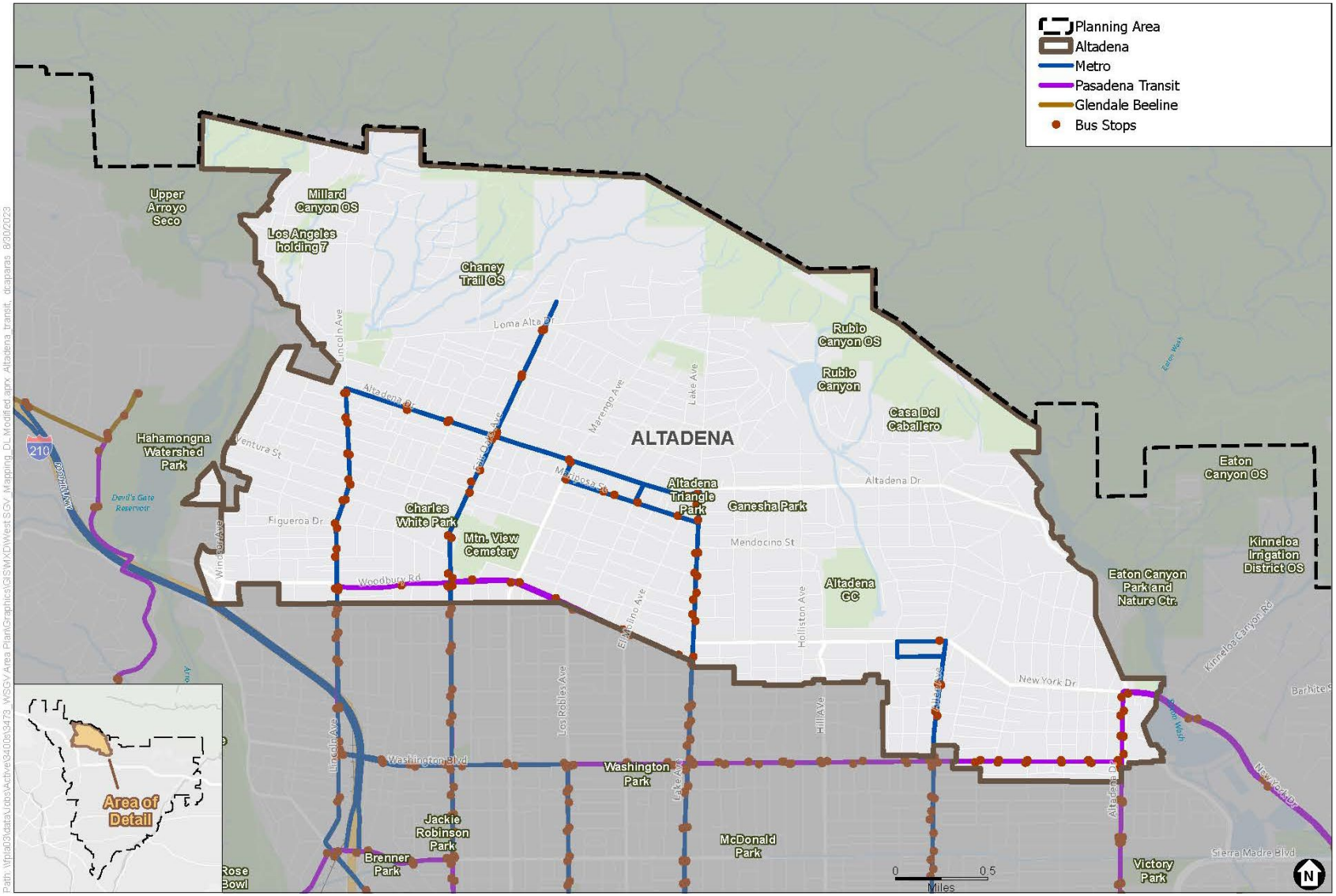


Figure 9
Collision by Time of Day in Altadena (2018–2022)

Public Transportation System

Altadena is served by two different transit operators: Metro and Pasadena Transit. Metro Line 256 and 660 connect to Metro Sierra Madre Villa station and Metro Del Mar station, which provide connections to Downtown Los Angeles via Metro A Line. Pasadena Transit also provides connections to the Metro Sierra Madre Villa station via Route 31/32. **Figure 10** and **Table 7** display operational information for transit lines serving Altadena.



SOURCES: Los Angeles County DRP; ESA; UrbanFootprint; Fehr & Peers, 2023

West San Gabriel Valley Area Plan

Figure 10
Existing Transit System in Altadena

TABLE 7
EXISTING TRANSIT SERVICE IN ALTADENA

Transit Route	Operator	Service Type	Service From	Weekday Peak Hours Headways (AM/PM)
256	Metro	Local	Highland Park – Sierra Madre Villa Station via Ave 64-Washington Boulevard	50–60 minutes
660	Metro	Local	Del Mar Station – Altadena via Fair Oaks Shuttle	30 minutes
662	Metro	Local	Altadena – Pasadena Shuttle	30 minutes
686	Metro	Local	Altadena – Pasadena via Allen Avenue	60 minutes
20	Pasadena Transit	Local	Fair Oaks – Lake	20–25 minutes
31/32	Pasadena Transit	Local	Pasadena – Sierra Madre Villa Station	30 minutes

In addition to transit service with fixed routes and schedule, more than half of Altadena's area is served by Metro Micro, which is an on-demand rideshare service for short local trips and uses small vehicles.

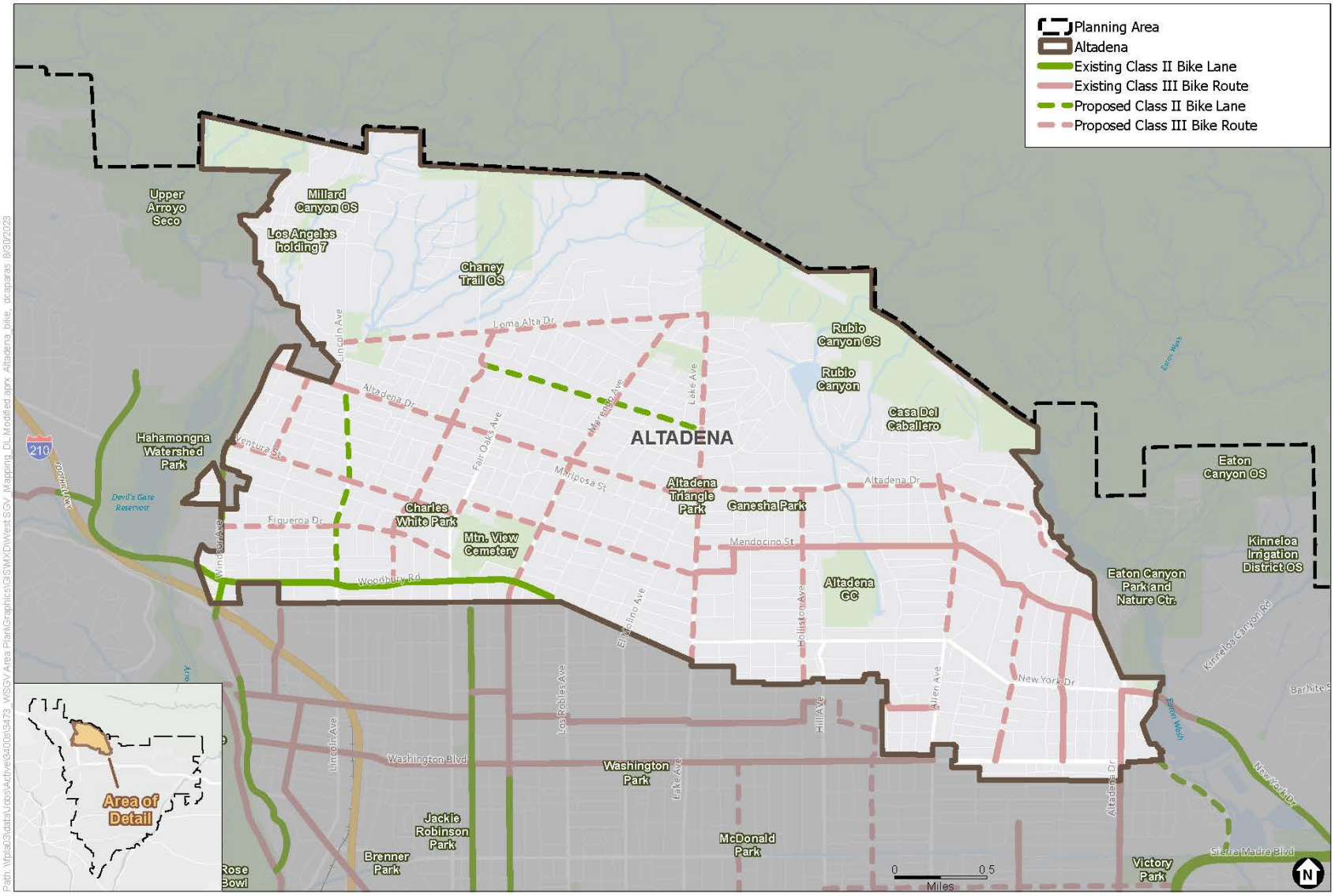
Bicycle Facilities

Altadena has a bicycle network with approximately seven miles of designated bikeways along highways and local streets. There are Class II bike lanes along Woodbury Road and Windsor Avenue, which connect to the bicycle network in the City of Pasadena. Class III bike routes exist along There are Class III bike routes along some highways and local streets, including New York Drive, Altadena Drive, Mendocino Street, Glen Canyon Road, and Roosevelt Avenue. However, these bike routes have some gaps between them and the existing bike lanes. **Figure 11** displays the bicycle network in Altadena.

Pedestrian Facilities

Altadena's location at the foot of the San Gabriel Mountains leads to extremely high tree canopy coverage. Shade coverage exceeds 30% of all land area. Any modest room for improvement is present in the southwest corner of Altadena, particularly in the neighborhoods around Lincoln Avenue.

Several roadways in Altadena scored high in terms of their LTS, which indicates potentially high levels of stress for bicyclists and pedestrians (**Figure 12**). Roadways that scored particularly high (with scores greater than or equal to three) include El Molino Avenue, Lake Avenue, Loma Alta Drive, Lincoln Avenue, Fair Oaks Avenue, Marengo Avenue, Woodbury Road, Windsor Avenue, Washington Boulevard, and Altadena Drive. This list is consistent with the Los Angeles County Vision Zero collision concentration corridors, which highlight sections of El Molino Avenue, Lake Avenue, and Altadena Drive as priority safety improvement corridors. There are sidewalk gaps along the El Molino Avenue corridor and Altadena Drive corridor, as well as missing crosswalks at some intersections.



SOURCES: Los Angeles County DRP; ESA; UrbanFootprint; Fehr & Peers, 2023

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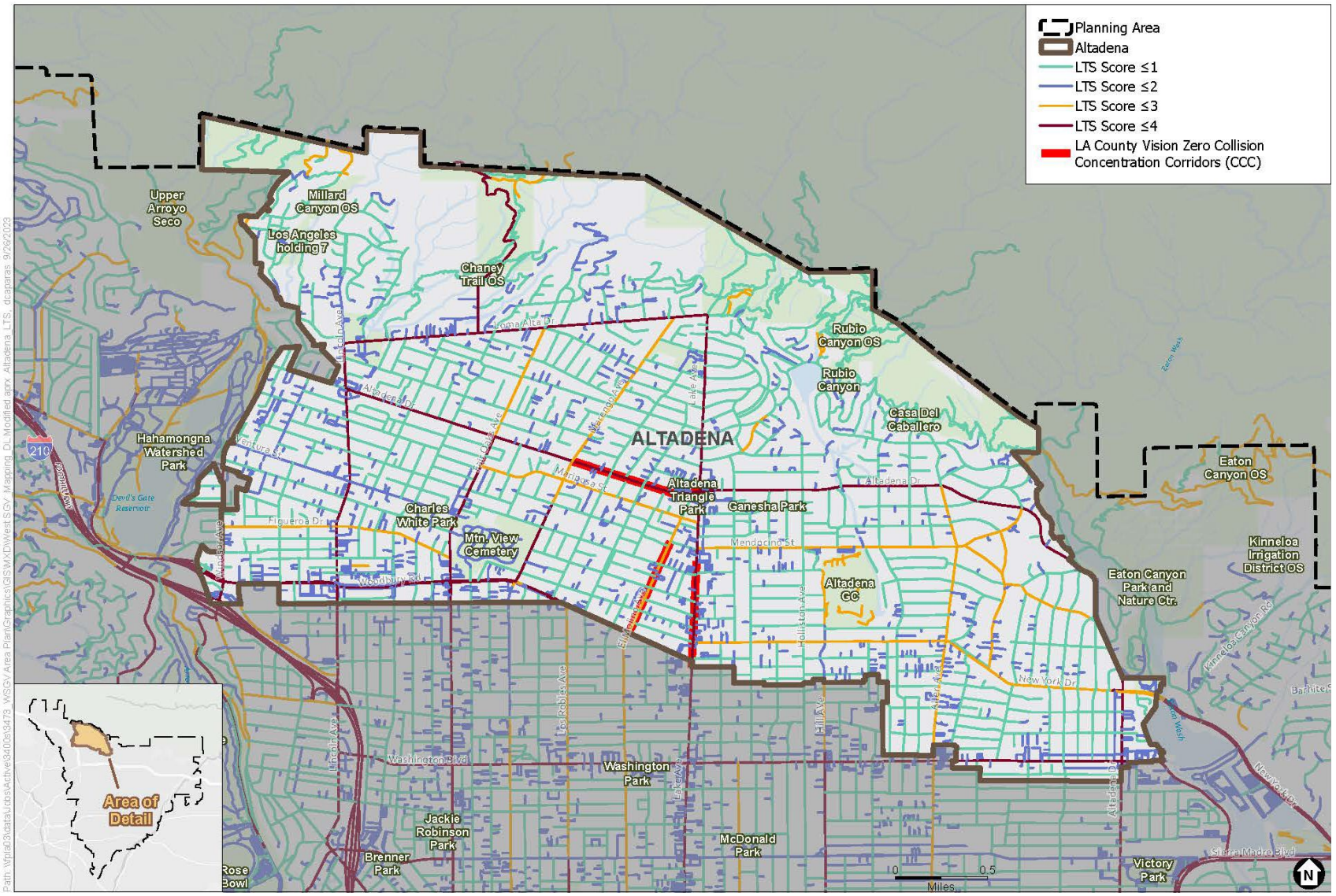
Figure 11
Bicycle Facilities in Altadena



SOURCES: Los Angeles County DRP; ESA; UrbanFootprint; Fehr & Peers, 2023

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Figure 12
Level of Traffic Stress (LTS) in Altadena

Travel Patterns and Mode Share

In 2020, Altadena had a total of 19,457 working population and 6,478 employees in 2020. **Figure 13** shows the inflow/outflow job counts for the community. 5,517 individuals were employed in Altadena but resided outside, accounting for 85.2% of the Altadena workforce. 18,496 Altadena residents worked outside the community, accounting for 95.1% of the total working population. As presented in **Figure 14**, their employment locations cluster in Jet Propulsion Laboratory (JPL), Pasadena, Downtown Los Angeles, and Burbank. 961 individuals were employed and lived in Altadena, accounting for 4.9% of the total working population and 14.8% of the workforce.

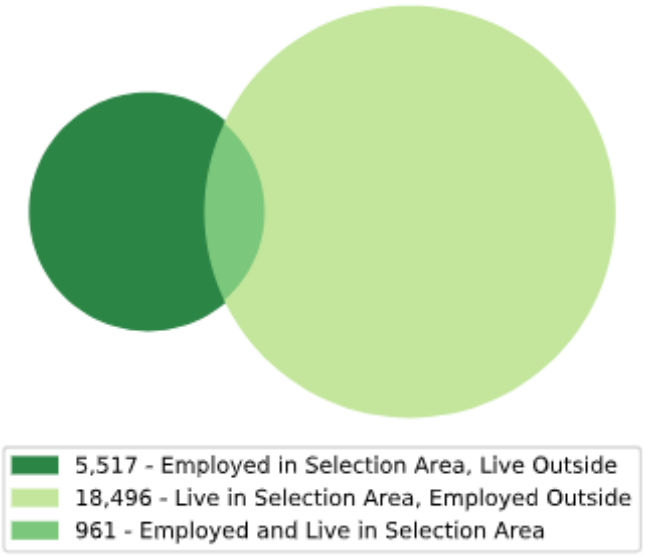
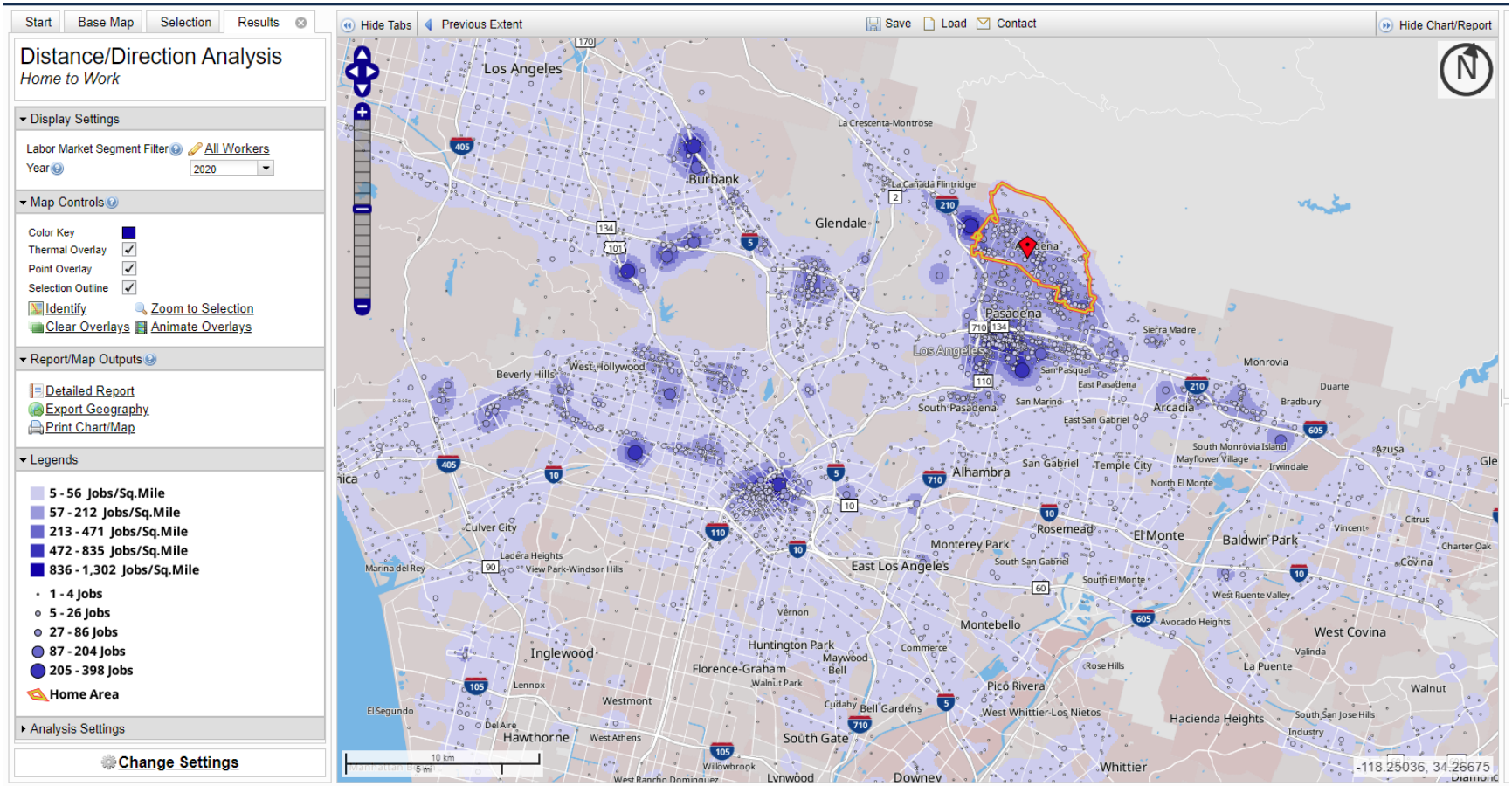


Figure 13
Inflow/Outflow Jobs Counts in Altadena in 2020

Table 8 shows the job distance of working population in Altadena, of which 63% traveled more than 10 miles one-way to their jobs in 2020. This is slightly higher than the area average (59%).

Table 9 shows the commute trip mode choice of residents in Altadena. In 2022, the majority of commuters of employment age (16 years and older) traveled by vehicles, with 84% driving alone and 7% carpooling. Only 3% of trips to work were taken by transit and 6% taken by walk, bike, and other modes. This overall mode share pattern is similar to the West SGV area overall.



SOURCES: OnTheMap, U.S. Census Bureau, Center for Economic Studies, LEHD

Figure 14
Counts and Density of Work Locations for People living in Altadena

TABLE 8
JOB BY DISTANCE OF ALTADENA WORKING POPULATION IN ALTADENA (2020)

Job Distance	Job Counts	Percentage
Less than 10 miles	7,177	36.90%
10 to 24 miles	8,706	44.70%
25 to 50 miles	2,146	11.00%
Greater than 50 miles	1,428	7.30%
Total	***19,457***	***100%***

TABLE 9
MODE SHARE OF COMMUTERS IN ALTADENA IN 2022

		Altadena		West SGV	
Mode Share		**Number of Commuters**	**Percentage**	**Number of Commuters**	**Percentage**
Car, truck, or van	Drive alone	13,854	84%	36,157	84%
	Carpooled	1,219	7%	3,942	9%
Transit	Bus	224	1%	621	1%
	Light rail	236	1%	330	1%
	Commuter rail	23	0.1%	76	0.2%
Walk		283	2%	749	2%
Bike, motorcycle, or other modes		610	4%	1,035	2%
Total		***16,449***	***100%***	***42,910***	***100%***

SOURCE: American Community Survey 5-Year Estimates (2022)

Key Issues and Opportunities

Altadena has several highways within its boundary, but most of them are in north–south direction and they all stop at Altadena Drive or New York Drive.

Analysis of collision data from TIMS shows a few major hotspots for injury traffic collisions across Altadena. Clusters of injury collisions can be found along Woodbury Road, with specific concentrations where Woodbury Road intersects with Lincoln Avenue and Fair Oaks Avenue. Thirteen bicycle injury collisions occurred on Woodbury Road, which has an existing Class II bike lane. It may be possible to add a buffer/protection to the bike lane along this corridor, but further investigation would be necessary to determine feasibility. Lake Avenue, Altadena Drive, New Yort Drive, and Allen Avenue also have concentrations of traffic collisions resulting in injuries, particularly at the intersection of Altadena Drive and Lake Avenue. Lake Avenue between Ralphs to Woodbury Road were identified as one of the Collision Concentration Corridors, with two fatal and severe injury collisions occurring between 2018 and 2022. Six bicycle injury collisions occurred on Altadena Drive and Lake Avenue, where Class II bike routes were proposed. Potential traffic calming measures should be explored for these two corridors.

Existing fixed transit services cover the south portion of the community, with limited transit facilities serving areas north of Altadena Drive and New York Drive. Some neighborhoods between Loma Alta Drive and Altadena Drive are within the Metro Micro Service Zone. Altadena is adjacent to Mount Wilson, which provides hiking trails, parks, and recreational spaces for the community and surrounding neighborhoods. Therefore, it would be beneficial to them to expand existing fixed transit services to the north portion of the community and connect them to these recreational destinations or expand the Metro Micro Service Zone to cover all residential neighborhoods. In addition, transit service does not align with commuter travel pattern for those who work in Downtown Los Angeles or City of Burbank. There is no direct transit service to these job centers. Future collaboration with transit operators is needed for service improvements.

Several roadways in Altadena scored high in terms of their LTS, which indicates potentially high levels of stress for bicyclists and pedestrians. Roadways with relatively high LTS include the three collision concentration corridors, which have segments without sidewalks and other pedestrian amenities, such as wayfinding, striping, and crosswalks, along El Molino Avenue and Altadena Drive. The project team recommends working with the community to identify locations for improvements.

East Pasadena-East San Gabriel

Introduction

East Pasadena-East San Gabriel is an unincorporated community bound by Pasadena to the north, Arcadia and Temple City to the east, Rosemead to the south, San Marino and San Gabriel to the west. The community is well-served by the existing highway system. Major travel corridors include Colorado Avenue, California Boulevard, Duarte Road, and Las Tunas Drive in east–west direction, as well as San Gabriel Boulevard and Rosemead Boulevard in north–south direction.

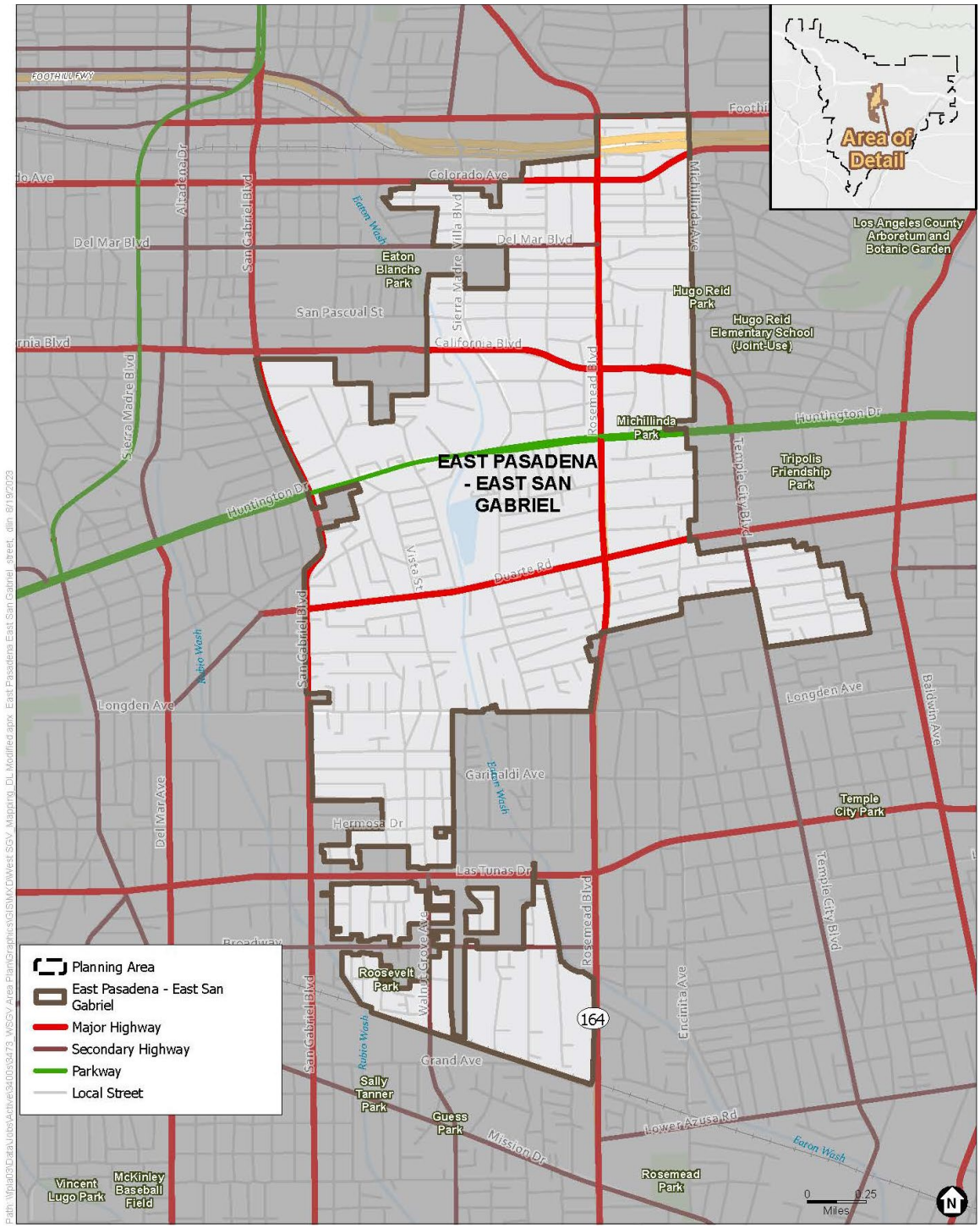
Existing Transportation System

Street System

The transportation system in East Pasadena-East San Gabriel consists of a roadway network including freeway, major and secondary highways, parkways, and local streets. Foothill Freeway (I-210) runs east–west through the north edge of East Pasadena-East San Gabriel, which provides regional freeway access to the community. **Figure 15** shows the layout of street systems in East Pasadena-East San Gabriel.

Major Highways

There are six major highways that run through the community of East Pasadena-East San Gabriel, including Rosemead Boulevard, Colorado Boulevard, California Boulevard, Duarte Road, San Gabriel Boulevard, and Foothill Boulevard.



SOURCES: Los Angeles County DRP; ESA; UrbanFootprint; Fehr & Peers, 2023

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Figure 15
Street System in East Pasadena-East San Gabriel

Rosemead Boulevard runs north–south through East Pasadena-East San Gabriel. It provides two travel lanes in each direction with median strips with vegetation along most of the roadway. On-street parking spaces are provided in some segments. Dedicated left-turn pockets are provided at signalized and unsignalized intersections. Dedicated right-turn pockets are provided at some signalized intersections. Protected and unprotected bike lanes are provided in a few segments south of the highway. The posted speed limit is 40 mph.

Colorado Boulevard runs east–west through part of East Pasadena-East San Gabriel. It provides two travel lanes in each direction with a center turn lane along most of the roadway. Median strips are present in the areas where the center turn lane is not present. On-street parking spaces are provided in some segments. Dedicated left-turn and right-turn pockets are provided at a few signalized and unsignalized intersections. The posted speed limit is 30 mph.

California Boulevard runs east–west through part of East Pasadena-East San Gabriel. It provides two travel lanes in each direction with a center turn lane along most of the roadway. On-street parking spaces are provided in some segments. Dedicated left-turn lanes are provided at signalized intersections and some unsignalized intersections. Dedicated right-turn lanes are provided at signalized intersections. From Rosemead Boulevard to Michillinda Avenue, a bike lane is provided in each direction. The posted speed limit is 35 mph.

Duarte Road runs east–west through part of East Pasadena-East San Gabriel. It provides one travel lane in each direction with no on-street parking spaces are provided. Dedicated left-turn lanes are provided at signalized intersections. The posted speed limit is 35 mph.

San Gabriel Boulevard runs north–south through part of East Pasadena-East San Gabriel. It provides two travel lanes in each direction with a center turn lane along most of the roadway. On-street parking spaces are provided in a few segments. Dedicated left-turn lanes are provided at signalized intersections and some unsignalized intersections. Dedicated right-turn lanes are provided at signalized intersections. The posted speed limit is 35 mph.

Foothill Boulevard runs east–west through part of East Pasadena-East San Gabriel. It provides two travel lanes in each direction with a median strip along most of the roadway. On-street parking spaces are provided in some segments. Dedicated left-turn pockets and right-turn pockets are provided at signalized intersections. The posted speed limit is 35 mph.

Secondary Highways

There are five secondary highways serving East Pasadena-East San Gabriel, including Sunset Boulevard, Walnut Grove Avenue, Broadway, Del Mar Boulevard, and Michillinda Avenue.

Sunset Boulevard runs north–south through part of East Pasadena-East San Gabriel, with the segment south of Duarte Road designated as a secondary highway. It provides two travel lanes in each direction with a center turn lane along most of the roadway. On-street parking spaces are provided in some segments. Dedicated left-turn lanes are provided at signalized intersections and some unsignalized intersections. The posted speed limit is 35 mph.

Walnut Grove Avenue runs north–south through part of East Pasadena-East San Gabriel, with the segment south of Broadway designated as a secondary highway. It provides one travel lane in each direction with on-street parking spaces provided in some segments. Dedicated left-turn and right lanes are provided at signalized intersections and some unsignalized intersections. The posted speed limit is 30 mph.

Broadway runs east–west through East Pasadena-East San Gabriel. It provides one travel lane in each direction with on-street parking spaces provided in some segments. Dedicated left-turn and right-turn lanes are provided at signalized intersections and some unsignalized intersections. The posted speed limit is 30 mph.

Del Mar Boulevard runs east–west through part of East Pasadena-East San Gabriel, with the segment west of Rosemead Boulevard designated as a secondary highway. It provides two travel lanes in each direction with a solid double yellow line along most of the roadway. On-street parking spaces are provided in some segments. Dedicated left-turn lanes are provided at signalized intersections. The posted speed limit is 35 mph.

Michillinda Avenue runs north–south through part of East Pasadena-East San Gabriel, with the segment north California Boulevard designated as a secondary highway. From Foothill Boulevard to Colorado Boulevard, it provides two travel lanes in each direction with an elevated median strip along most of the roadway. On-street parking spaces are not provided in this segment. From Colorado Boulevard to California Boulevard, it provides one travel lane with a center turn lane along most of roadway with on-street parking spaces provided in some segments. Dedicated left-turn and right-turn lanes are provided at signalized intersections and some unsignalized intersections. The posted speed limit is 35 mph.

Parkways

Huntington Drive is the only parkway serving East Pasadena-East San Gabriel. It runs east–west through the community of interest. It provides four travel lanes in each direction with a median strip along most of the roadway. On-street parking spaces are provided in some segments. Dedicated left-turn lanes are provided at signalized intersections and some unsignalized intersections. The posted speed limit is 45 mph.

All remaining streets not otherwise classified as highways fall under local streets.

Collision History

TIMS provides details of the motor vehicle collisions resulting in injury in the community. The data summarized below include injury collision records spanning from January 1, 2018, through December 31, 2022. **Table 10** summarizes collisions within the community by involvement, including fatalities and injuries associated with the collisions. **Figure 16** and **Figure 17** show the five-year breakdown by involvement and collision locations. Compared to the total injury collisions in the West SGV Area, the community had a relatively high frequency in bicycle injury collisions.

TABLE 10
MOTOR VEHICLE COLLISION SUMMARY BY INVOLVEMENT (2018–2022), EAST PASADENA-EAST SAN GABRIEL

Collision Involved with	Number of injury Collisions	Number of Killed or Seriously Injured (KSI)	Number of Fatalities	% of Injury Collisions compared to West SGV Area	% of KSI compared to West SGV Area	% of Fatalities compared to West SGV Area
Pedestrian	22	4	1	25%	20%	25%
Bicycle	16	2	0	24%	10%	0%
Vehicles Only	232	11	1	18%	12%	6%
Total	***270***	***17***	***2***	***19%***	***13%***	***8%***

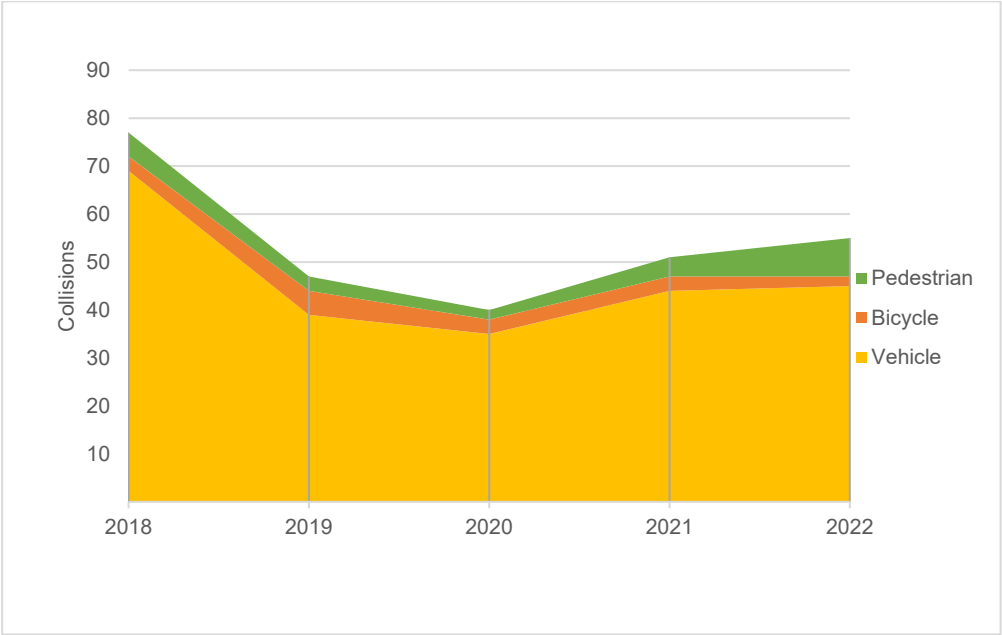
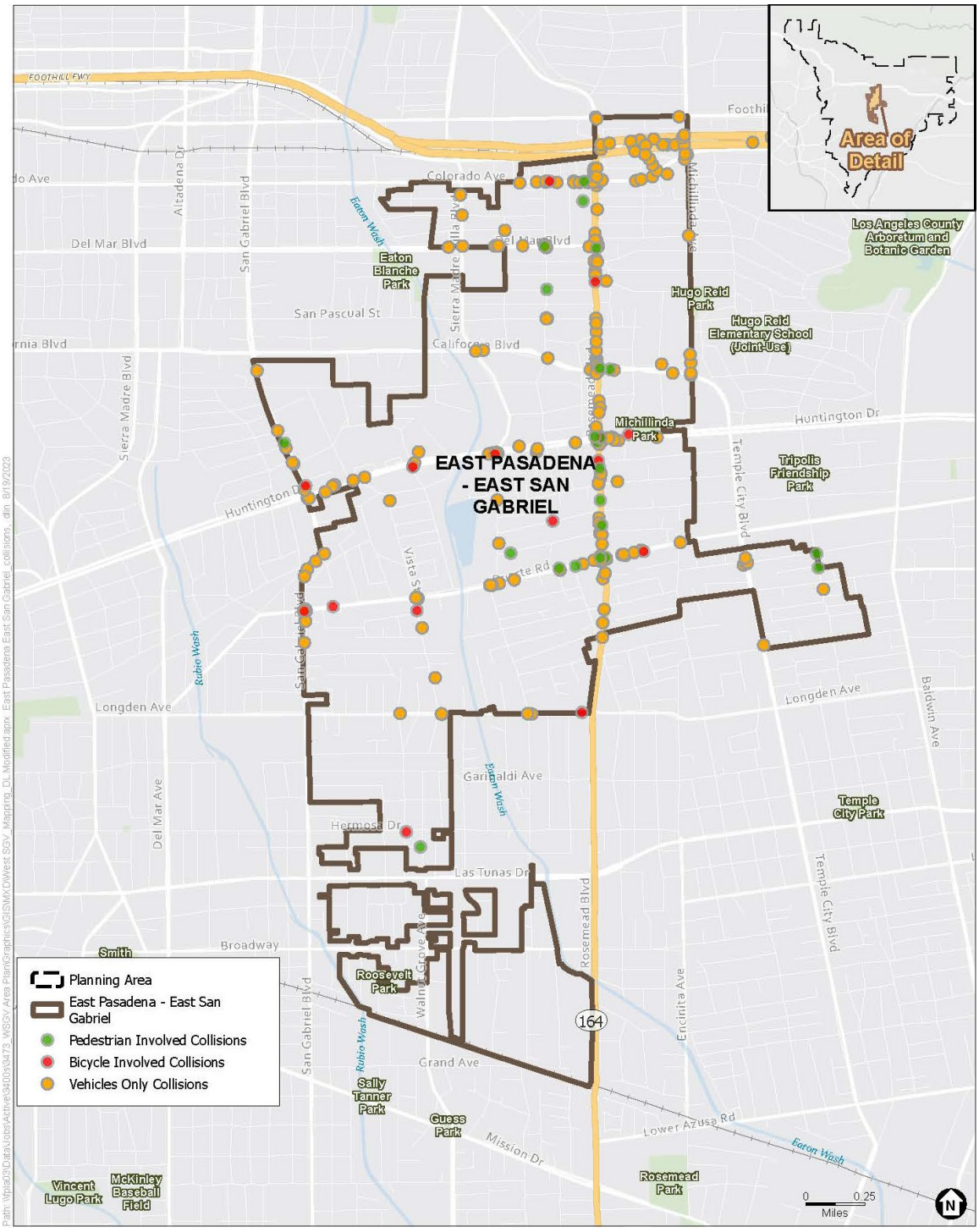


Figure 16
Five-Year Collision Summary by Involvement in East Pasadena-East San Gabriel



SOURCES: Los Angeles County DRP; ESA; UrbanFootprint; Fehr & Peers, 2023

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Figure 17
Five-Year Collision Map in East Pasadena-East San Gabriel

Table 11 summarizes injury collisions by crash type. Of the 270 reported collisions during this timeframe, broadside (39%) and rear-end (34%) collisions were the most frequent crash types in the community.

TABLE 11
CRASH TYPE FREQUENCY IN EAST PASADENA-EAST SAN GABRIEL (2018–2022)

Crash Type	Number of Injury Collisions	Percentage
Head-On	10	4%
Sideswipe	17	6%
Rear End	91	34%
Broadside	105[a]	39%
Hit Object	15	6%
Overturned	6	2%
Vehicle/Pedestrian	21	8%
Other	5	2%
Not Stated	0	0%
Total	***270***	***100%***

a. 37 of 105 broadside collisions were due to drivers not yielding after left turn or U-turn.

Figure 18 displays the frequency of injury collisions by mode for different times of day. Generally, more collisions occurred during overnight and evening peak hours, bicycle-involved collisions occurred most frequently during the evening peak. Pedestrian-involved collisions occurred most frequently during the morning and overnight hours.

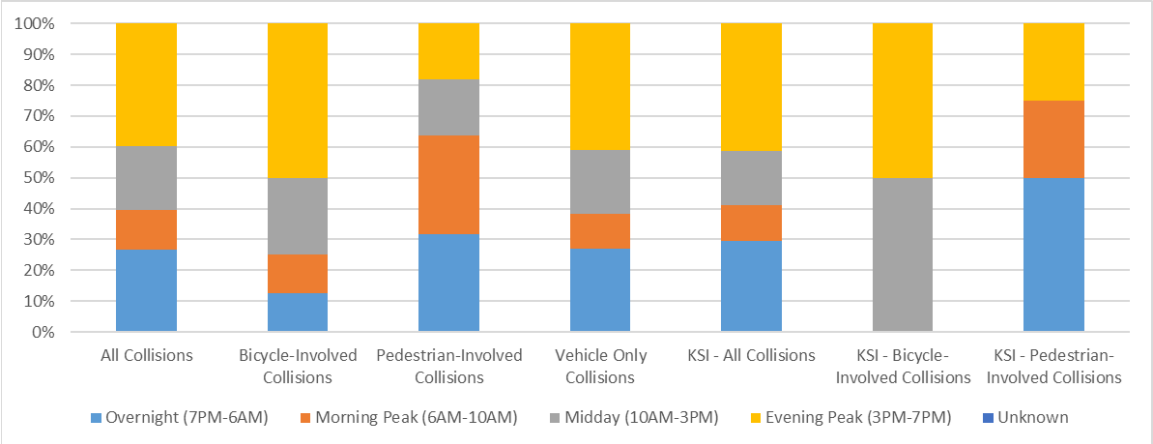


Figure 18
Collision by Time of Day in East Pasadena-East San Gabriel (2018–2022)

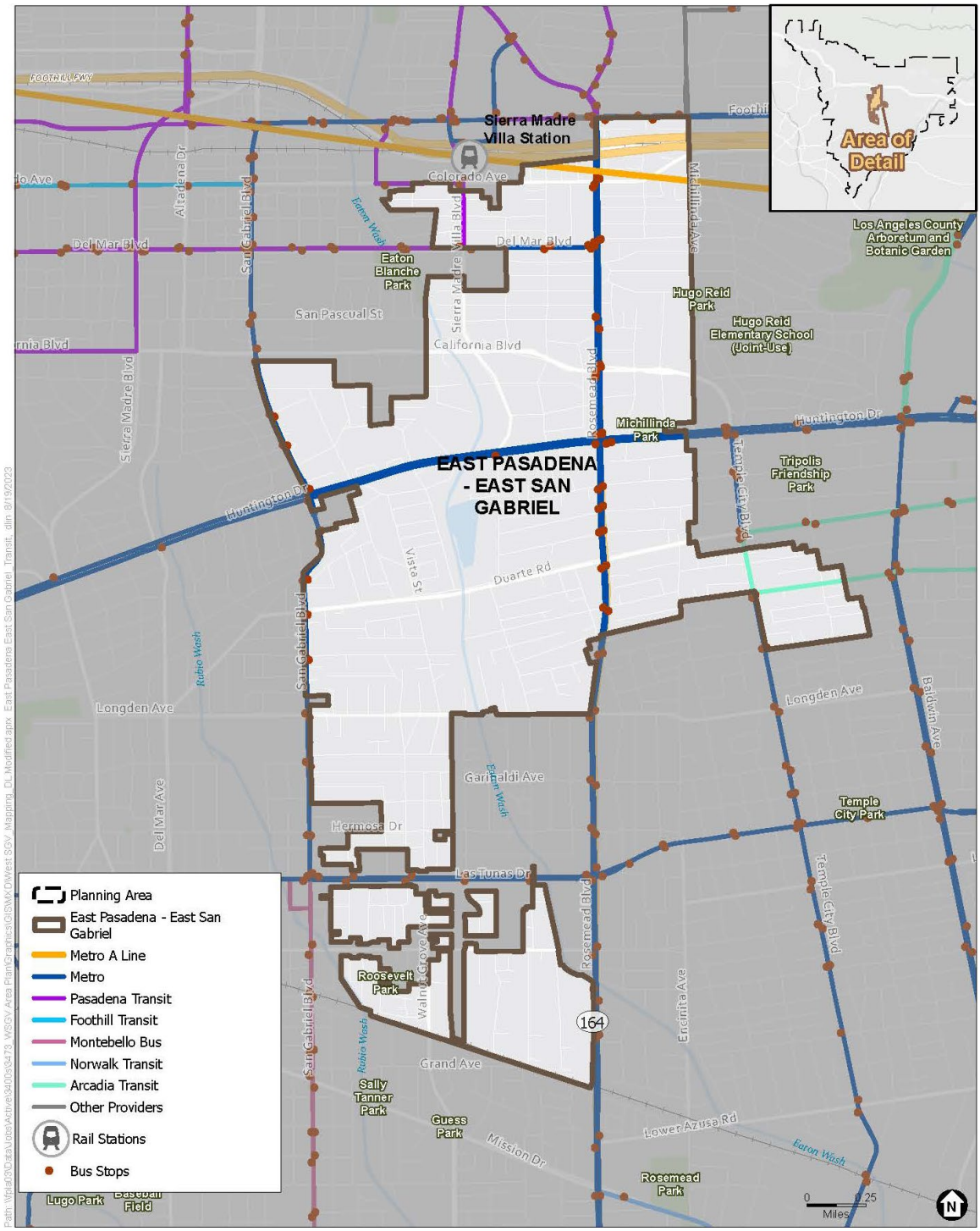
Public Transportation System

East Pasadena-East San Gabriel is served by four different transit providers: Metro, Foothill Transit, Pasadena Transit, and Arcadia Transit. The Metro A Line Sierra Madre Villa Station is located within a quarter mile from the north edge of the community. Transit riders south of the Foothill Freeway can access the station by walking through the tunnel on Sierra Madre Villa Avenue. The Sierra Madre Villa Station is qualified as an existing major transit stop, as defined in Section 21064.3 of the California Public Resources Code. Therefore, this area is qualified for parking reductions under AB 2097.[10] Metro Line 78 and 487/489 connect directly to Downtown Los Angeles. Foothill Transit Line 187 connects the community to Pasadena and Azusa. **Table 12** and **Figure 19** display operational information for transit lines serving East Pasadena-East San Gabriel.

TABLE 12
EXISTING TRANSIT SERVICE IN EAST PASADENA-EAST SAN GABRIEL

Transit Route	Operator	Service Type	Service From	Weekday Peak Hours Headways (AM/PM)
Metro A Line	Metro	Rail	Azusa–Long Beach	10 minutes
78	Metro	Local	Downtown Los Angeles–Arcadia via Las Tunas Avenue and Huntington Drive	10 minutes
179	Metro	Local	Rose Hill Transit Center–Arcadia via Huntington Drive	30 minutes
266	Metro	Local	Sierra Madre Villa Station–Lakewood Center Mall via Rosemead Boulevard	20 minutes
267	Metro	Local	Pasadena–El Monte Station via Del Mar Boulevard-Temple City Boulevard	30 minutes
487/489	Metro	Express	Downtown Los Angeles–Sierra Madre Villa Station–Temple City	40 minutes
187	Foothill Transit	Local	Pasadena–Azusa	20 minutes/ 15 minutes
60	Pasadena Transit	Local	Pasadena City College–Michillinda Avenue	40 minutes/ 15–45 minutes
Arcadia Transit Blue Line	Arcadia Transit	Local	Arcadia Station–Live Oak Avenue	55 minutes/ 50 minutes

[10] Assembly Bill No. 2097, Residential, commercial, or other development types: parking requirements. Accessed 9/25/2023: https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202120220AB2097



SOURCES: Los Angeles County DRP; ESA; UrbanFootprint; Fehr & Peers, 2023

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Figure 19
Existing Transit System in East Pasadena-East San Gabriel

Bicycle Facilities

East Pasadena-East San Gabriel has a bicycle network with approximately five miles of designated bikeways along highways and local streets. There is a Class II bike lane and a Class III bike route along California Boulevard. There is a Class II bike lane along Madre Street, which connects to a Class III bikeway along San Pasqual Street. Additional bike facilities exist on streets touching the edge of the community, including a Class II bike lane along Las Tunas Drive, a Class IV cycle track along Rosemead Boulevard, and Class III bike routes along Londen Avenue and Lemon Avenue. **Figure 20** displays the bicycle network in East Pasadena-East San Gabriel.

Pedestrian Facilities

The tree canopy varies greatly across East Pasadena-East San Gabriel. Portions of East Pasadena in particular have above-average tree canopy coverage, with the highest coverage west of the Eaton Wash. East San Gabriel has significantly less shade coverage than East Pasadena, especially in the areas furthest south, as well as east of Rosemead Boulevard.

As presented in **Figure 21**, two major arterials, Huntington Drive and Rosemead Boulevard, scored a four in terms of their LTS. Other roadways that scored particularly high (with scores greater than or equal to three) include California Boulevard, San Pascual Street, Duarte Road, Longden Avenue, and Garibaldi Avenue. There is no collision concentration corridor identified in this community in the Los Angeles County Vision Zero Program.

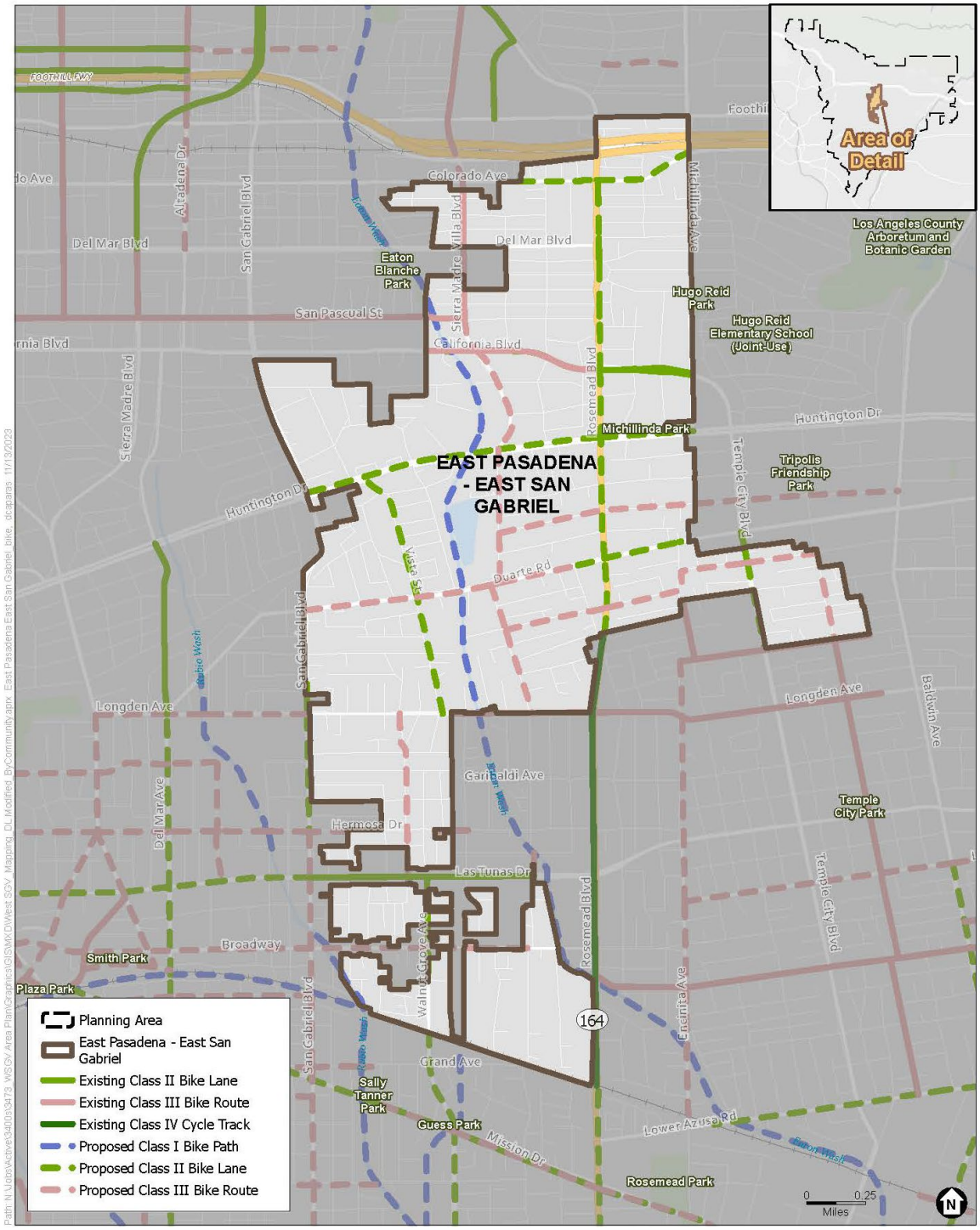
Travel Patterns and Mode Share

OnTheMap separates East Pasadena-East San Gabriel into two communities in their analysis. Their travel patterns in 2020 are described below.

East Pasadena

East Pasadena had a total of 2,377 working population and 2,431 employees. **Figure 22** shows the inflow/outflow job counts for the community. 2,351 individuals were employed in East Pasadena but resided outside, accounting for 96.7% of the East Pasadena workforce. 2,297 East Pasadena residents worked outside the community, accounting for 96.6% of the total working population. As presented in **Figure 23** and **Figure 24**, the employment locations cluster in Jet Propulsion Laboratory (JPL), Pasadena, and Downtown Los Angeles. 80 individuals were employed and lived in East Pasadena, accounting for the remaining 3.4% of the total working population and 3.3% of the workforce.

Table 13 shows the job distance of working population in East Pasadena, of which over 50% traveled more than 10 miles one-way to their jobs in 2020.



SOURCES: Los Angeles County DRP; ESA; UrbanFootprint; Fehr & Peers, 2023

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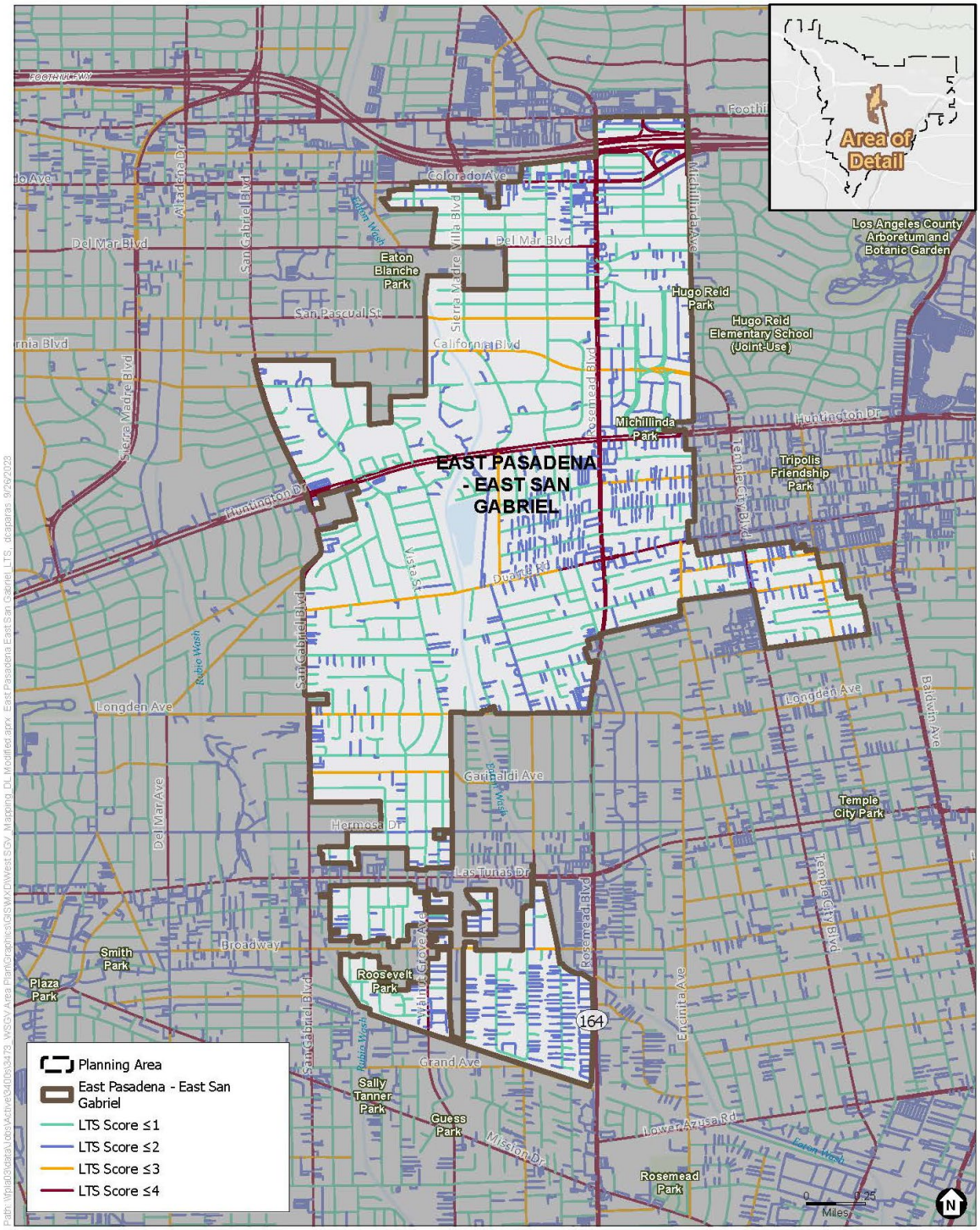
Figure 20
Bicycle Facilities in East Pasadena-East San Gabriel



SOURCES: Los Angeles County DRP; ESA; UrbanFootprint; Fehr & Peers, 2023

West San Gabriel Valley Area Plan

Figure 21
Level of Traffic Stress in East Pasadena-East San Gabriel

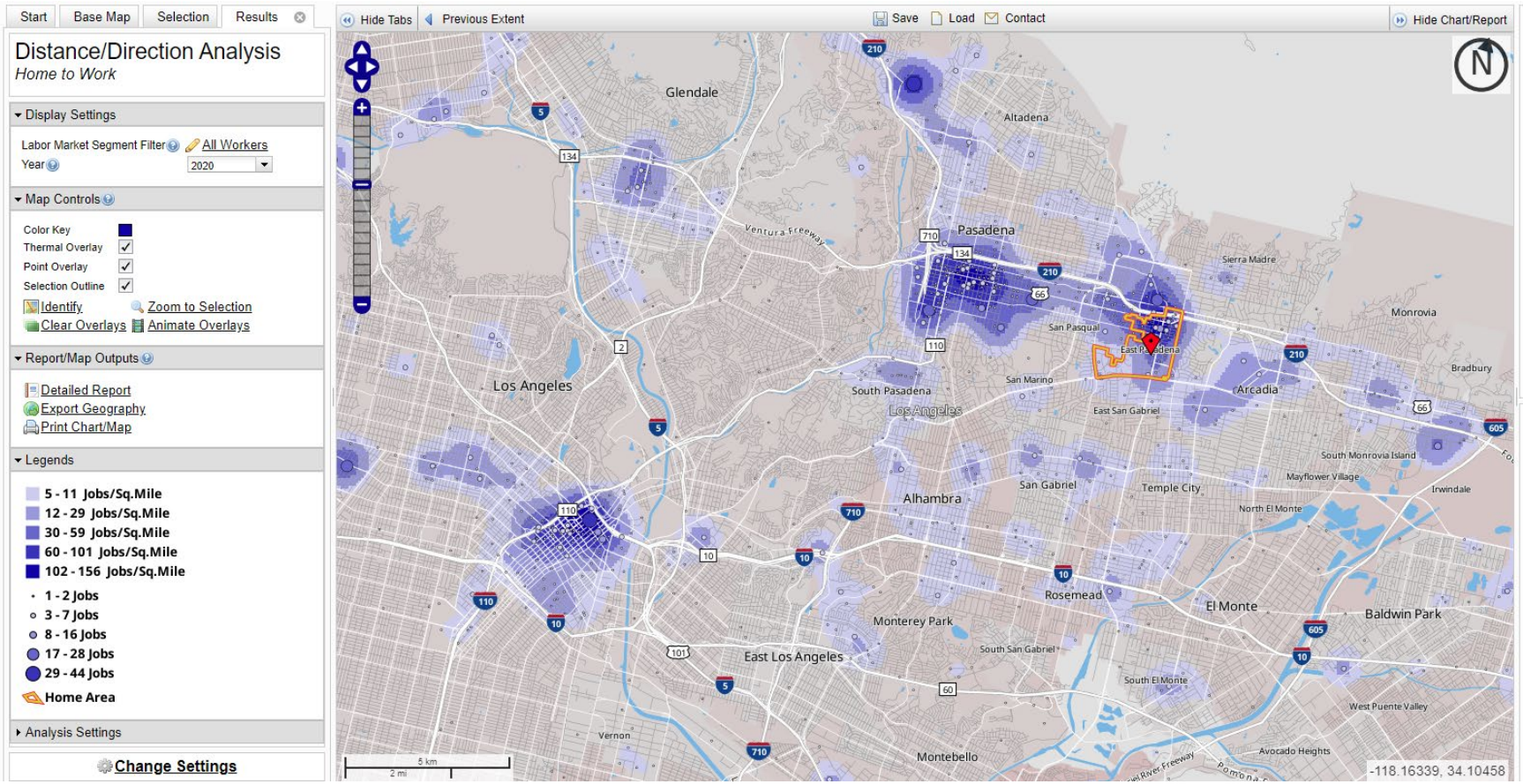
Figure 22
Inflow/Outflow Jobs Counts in East Pasadena in 2020

TABLE 13
JOB BY DISTANCE OF WORKING POPULATION IN EAST PASADENA (2020)

Job Distance	Job Counts	Percentage
Less than 10 miles	1,004	42.20%
10 to 24 miles	929	39.10%
25 to 50 miles	247	10.40%
Greater than 50 miles	197	8.30%
Total	***2,377***	***100%***

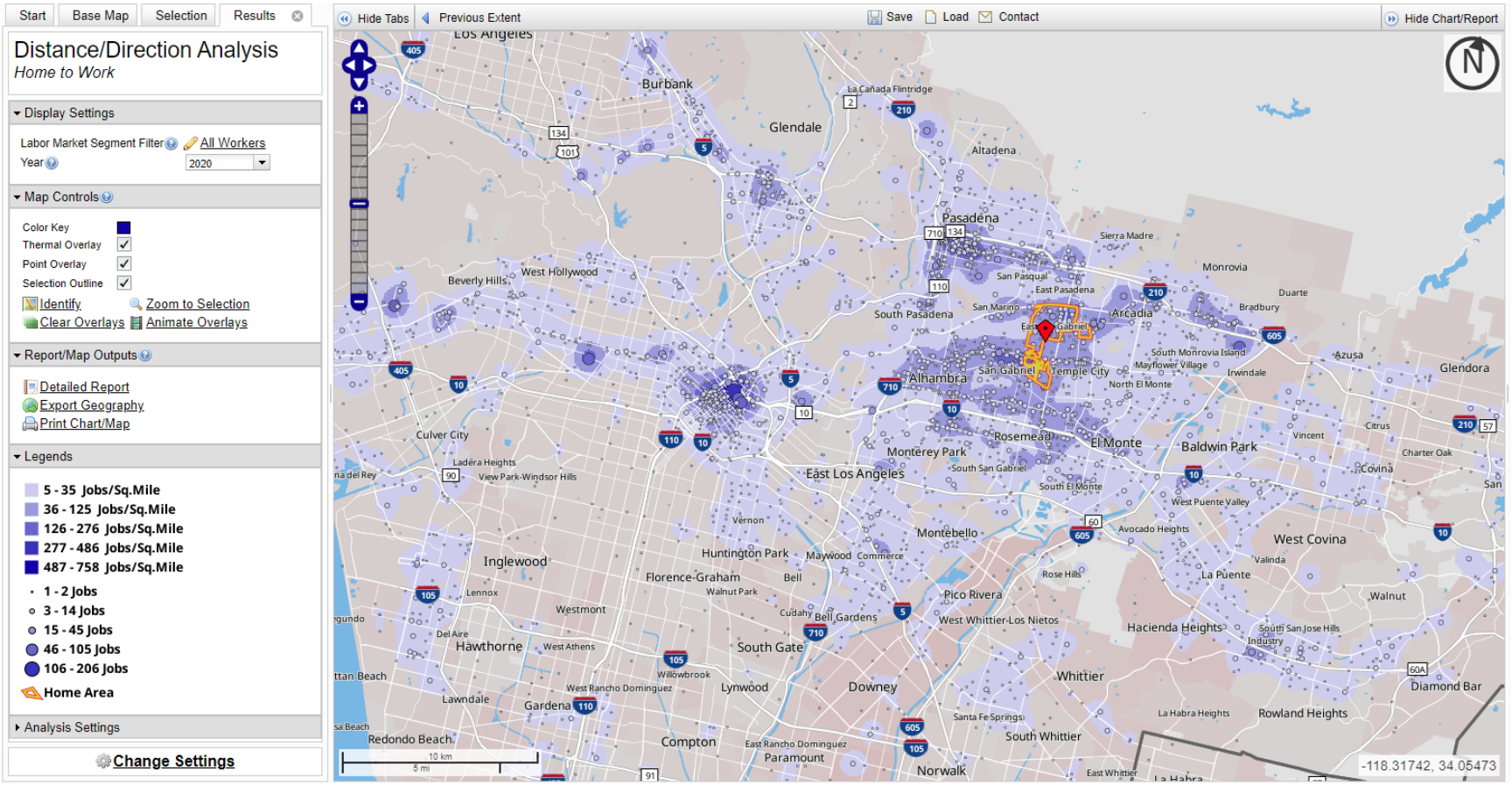
East San Gabriel

East San Gabriel had a total of 9,222 working population and 1,764 employees. **Figure 25** shows the inflow/outflow job counts for the community. 1,546 individuals were employed in East San Gabriel but resided outside, accounting for 87.6% of the total workforce. 9,004 East San Gabriel residents worked outside the community, accounting for 97.6% of the total working population. 218 individuals were employed and lived in East San Gabriel, accounting for the 2.4% of the total working population and 12.4% of employees.



SOURCES: OnTheMap, U.S. Census Bureau, Center for Economic Studies, LEHD

Figure 23
Counts and Density of Work Locations for People living in East Pasadena



SOURCES: OnTheMap, U.S. Census Bureau, Center for Economic Studies, LEHD

Figure 24
Counts and Density of Work Locations for People living in East San Gabriel

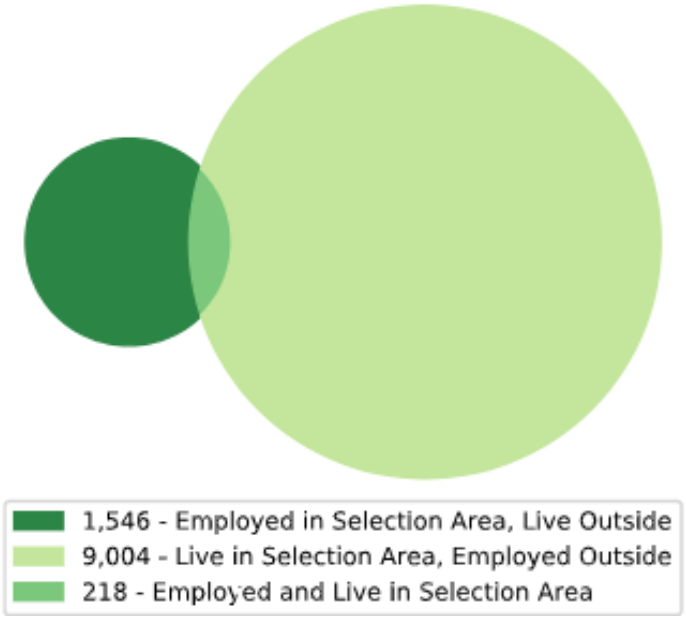


Figure 25
Inflow/Outflow Jobs Counts East San Gabriel in 2020

Table 14 shows the job distance of working population in East San Gabriel, of which over 50% traveled more than 10 miles one-way to their jobs in 2020. This is slightly lower than the area average (59%).

TABLE 14
JOB BY DISTANCE OF WORKING POPULATION IN EAST SAN GABRIEL (2020)

Job Distance	Job Counts	Percentage
Less than 10 miles	4,280	46.40%
10 to 24 miles	3,506	38.00%
25 to 50 miles	794	8.60%
Greater than 50 miles	642	7.00%
Total	***9,222***	***100%***

Table 15 shows the commute trip mode choice of residents in East Pasadena-East San Gabriel. The majority of commuters of employment age (16 years and older) traveled by vehicles, with 83% driving alone and 10% carpooling. Only 3% of trips to work were taken by transit and 4% taken by walk, bike, and other modes. This mode share pattern is similar to the West SGV area overall.

TABLE 15
MODE SHARE OF COMMUTERS IN EAST PASADENA-EAST SAN GABRIEL IN 2022

		East Pasadena-East San Gabriel		West SGV	
Mode Share		**Number of Commuters**	**Percentage**	**Number of Commuters**	**Percentage**
Car, truck, or van	Drive alone	9,522	83%	36,157	84%
	Carpooled	1,169	10%	3,942	9%
Transit	Bus	309	3%	621	1%
	Light rail	56	0%	330	1%
	Commuter rail	27	0.23%	76	0.2%
Walk		217	2%	749	2%
Bike, motorcycle, or other modes		220	2%	1,035	2%
Total		***11,520***	***100%***	***42,910***	***100%***

SOURCE: American Community Survey 5-Year Estimates (2022)

Key Issues and Opportunities

East Pasadena-East San Gabriel is well-served by the existing highway network with several major travel corridors running in both east–west and north–south directions.

Analysis of collision data from TIMS shows a few hotspots for injury traffic collisions across the community. Clusters of injury collisions can be found along Rosemead Boulevard, with specific concentrations where Rosemead Boulevard intersects with Colorado Avenue, Del Mar Boulevard, California Boulevard, Huntington Drive, and Duarte Road. Half of the community's pedestrian injury collisions occurred along the Rosemead Boulevard, which indicates an opportunity to explore safety treatments along this corridor. There are six bicycle injury collisions that occurred along Huntington Drive and five occurred along Duarte Road. The proposed Class II bike lane along Huntington Drive will help improve bicycle safety. Potential traffic calming measures should be explored for Duarte Road.

East Pasadena-East San Gabriel is well-served by existing transit system with the proximity to Metro A Line Sierra Madre Villa Station. In addition, there are bus routes operated by Metro and other transit operators along its major corridors. Existing transit stops are within one half mile walking distance for almost all of the area. In general, transit service aligns with commuter travel patterns for those who live in this community but work elsewhere, except for those working at JPL.

East San Gabriel has significantly less shade coverage than East Pasadena, especially in the areas furthest south and areas east of Rosemead Boulevard. Some residential areas and community resources do not have continuous sidewalks and sufficient pedestrian amenities, such as wayfinding, striping, crosswalks, etc. The project teams recommends working with the community to identify locations for improvements.

Kinneloa Mesa

Introduction

Kinneloa Mesa is an unincorporated community bound by Antelope Valley to the north, Sierra Madre to the east, Pasadena to the south and west. Due to its location and topography, the major portion of Kinneloa Mesa is served by residential streets with only one major highway and one parkway at the southern border of the community.

Existing Transportation System

Street System

The transportation system in Kinneloa Mesa consists of a roadway network including one major highway, one parkway, and local streets.

New York Drive serves as a major highway that runs northwest to southeast through the southwest edge of Kinneloa Mesa. It provides two travel lanes in each direction with a median strip along most of the roadway. It also provides one buffered bike lane in each direction. No on-street parking spaces are provided. Dedicated left-turn lanes are provided at signalized intersections and some unsignalized intersections. Dedicated right-turn lanes are provided at some signalized intersections. The posted speed limit is 50 mph.

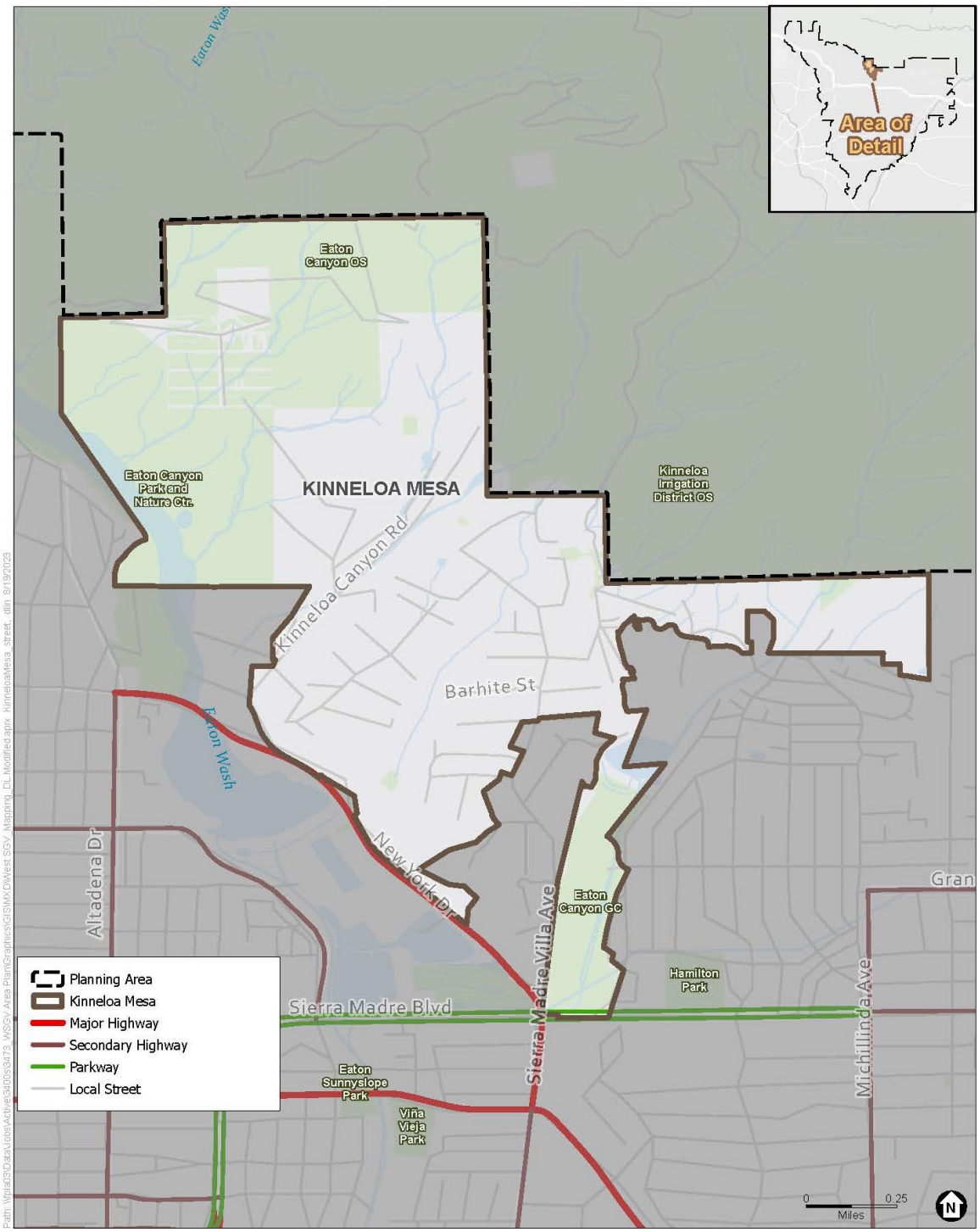
Sierra Madre Boulevard serves as a parkway that runs east–west through the south border of Kinneloa Mesa. It provides three travel lanes in each direction with a wide median in landscape. Dedicated left-turn lanes are provided at signalized intersections. On-street parking is prohibited in most parts of the segment adjacent to the community. A dedicated bike lane exists on both sides of the street. The posted speed limit is 40 mph.

All remaining streets fall under local streets. A large portion of Kinneloa Mesa is not on the street network maintained by Los Angeles County.[11] **Figure 26** shows the layout of street systems in Kinneloa Mesa.

Collision History

There is no reported injury collision for pedestrian, bicycle, and vehicles that occurred from January 1, 2018, to December 31, 2022, in Kinneloa Mesa.

[11] Refer the Los Angeles County My Street webmap for details. Accessed 11/29/2023. https://pw.lacounty.gov/gmed/lacroads/Find.aspx.



SOURCES: Los Angeles County DRP; ESA; UrbanFootprint; Fehr & Peers, 2023

West San Gabriel Valley Area Plan

Figure 26
Street System in Kinneloa Mesa

Public Transportation System

Kinneloa Mesa is served by Pasadena Transit Route 32 along New York Drive. It connects to Pasadena and Metro Sierra Madre Villa Station which provides connections to Downtown Los Angeles via Metro A Line. The weekday headways are approximately 50 to 75 minutes during AM peak hours and 60 minutes during PM peak hours. **Figure 27** displays existing route alignment and stop locations in Kinneloa Mesa. In addition to transit service with fixed routes and schedule, half of the community is served by Metro Micro, which is an on-demand rideshare service for short local trips and uses small vehicles.

Bicycle Facilities

There is a Class II bike lane along New York Drive and Sierra Madre Boulevard at the south edge of Kinneloa Mesa. No other bicycle facility exists on local streets within the community. **Figure 28** displays the bicycle network in Kinneloa Mesa.

There are several multi-use trails in the community or nearby. The Eaton Canyon Falls Trail, Mount Wilson Road and Idlehour Trail, and Henninger Flat start at the Eaton Canyon Nature Center then divert to different destinations along the Eaton Wash in the mountain. The Bailey Canyon Trail and Mount Wilson Trail start east of Kinneloa Mesa and stretch to north of the community.

Pedestrian Facilities

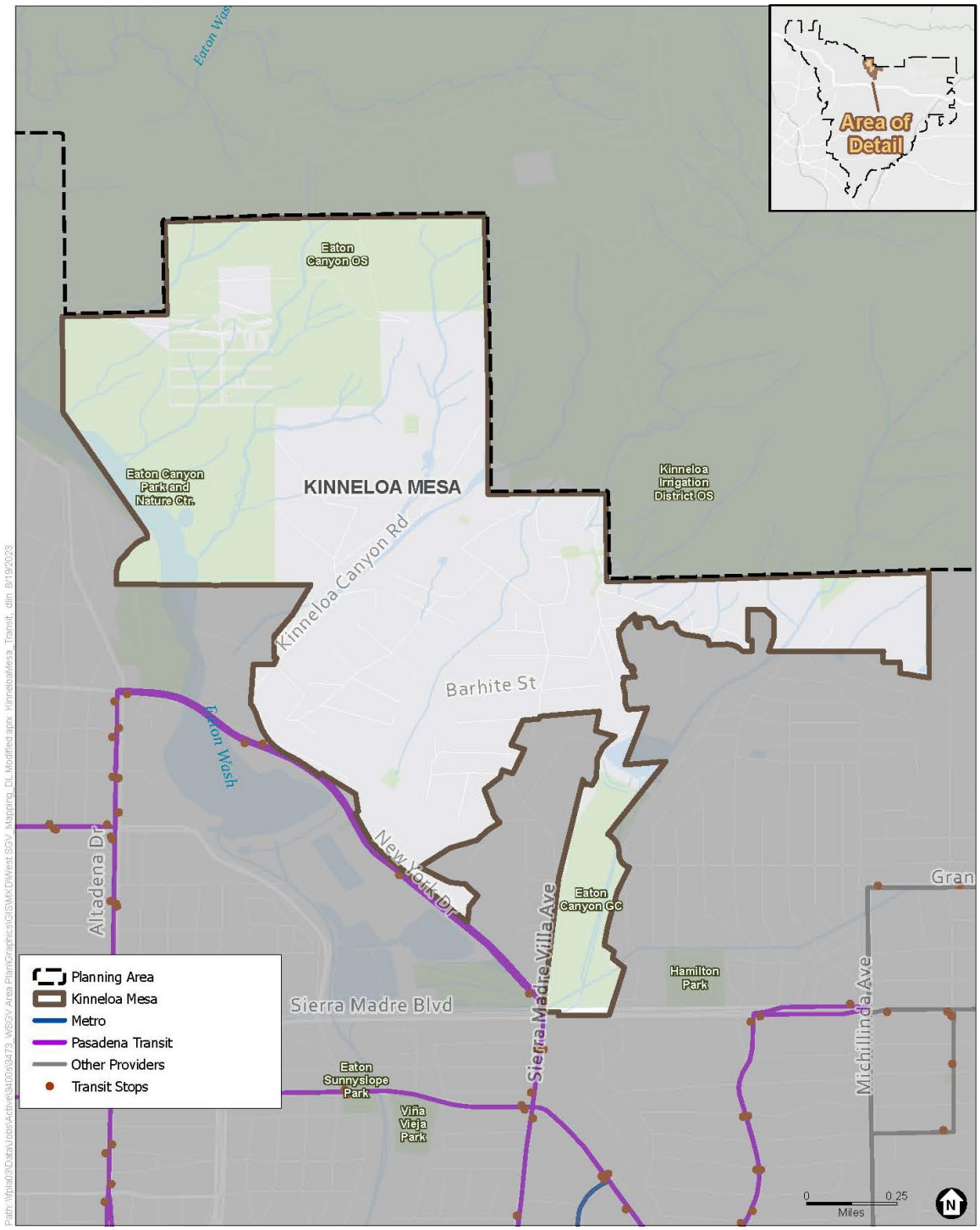
There is extensive shade coverage across Kinneloa Mesa. A large presence of trees along streets and in yards provides greater than 35% shade coverage across the entire community.

Kinneloa Mesa's roadway network generally does not produce high Levels of Traffic Stress (LTS) for its bicyclists and pedestrians, with the exception of New York Drive and Sierra Madre Boulevard along the west and south borders (**Figure 29**). Most roadways score at less than or equal to two in terms of LTS.[12] Additionally, there are Collision Concentration Corridor identified in this community in the Los Angeles County Vision Zero initiative.

Travel Patterns and Mode Share

Data for travel patterns and mode share for this community is not available in OnTheMap and American Community Survey.

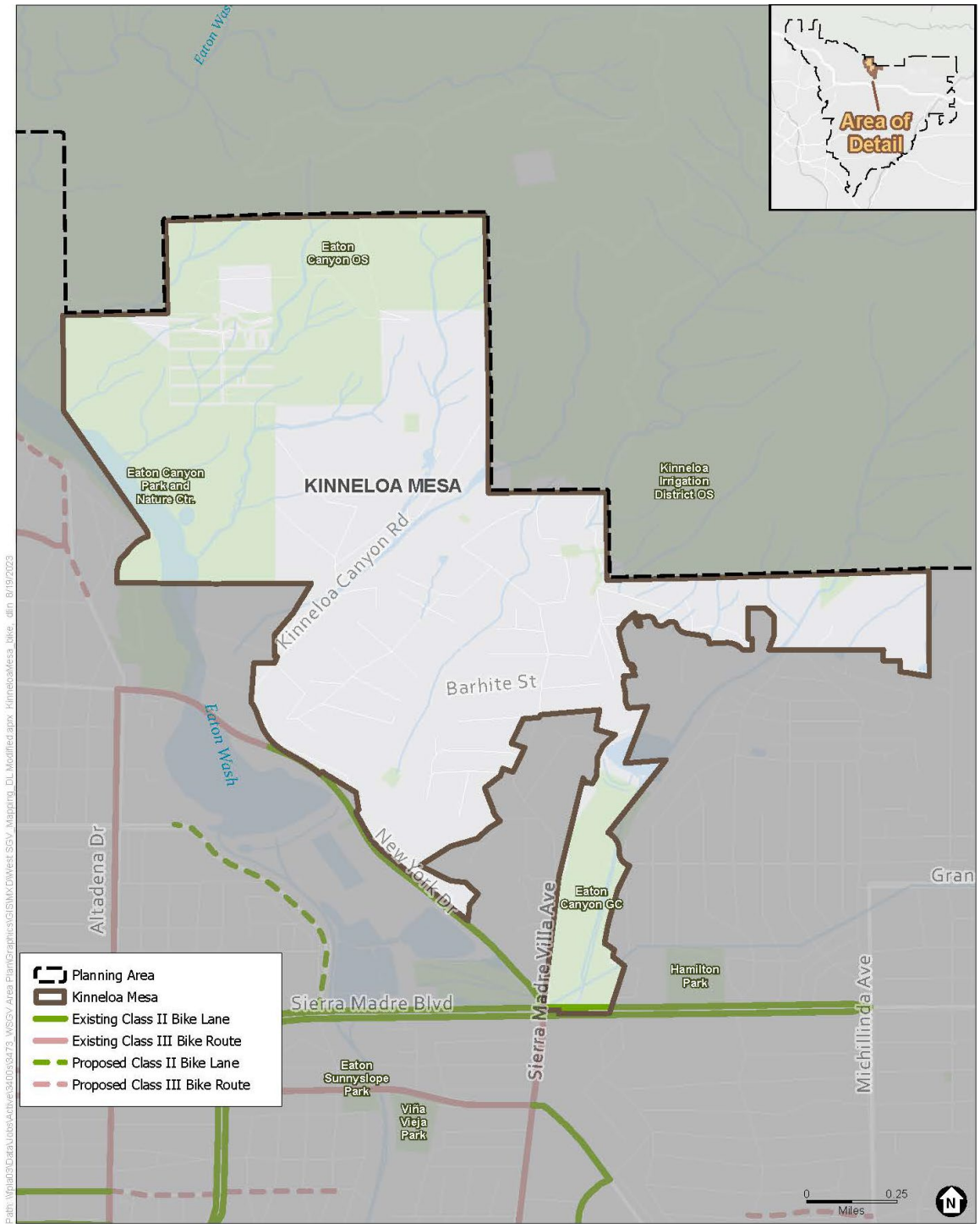
[12] Segments with an LTS scoring of three are located within the Eaton Canyon Golf Course and a construction site south of Doyne Road. These are dirt/unpaved trails that are not open to the public.



SOURCES: Los Angeles County DRP; ESA; UrbanFootprint; Fehr & Peers, 2023

West San Gabriel Valley Area Plan

Figure 27
Existing Transit System in Kinneloa Mesa



SOURCES: Los Angeles County DRP; ESA; UrbanFootprint; Fehr & Peers, 2023

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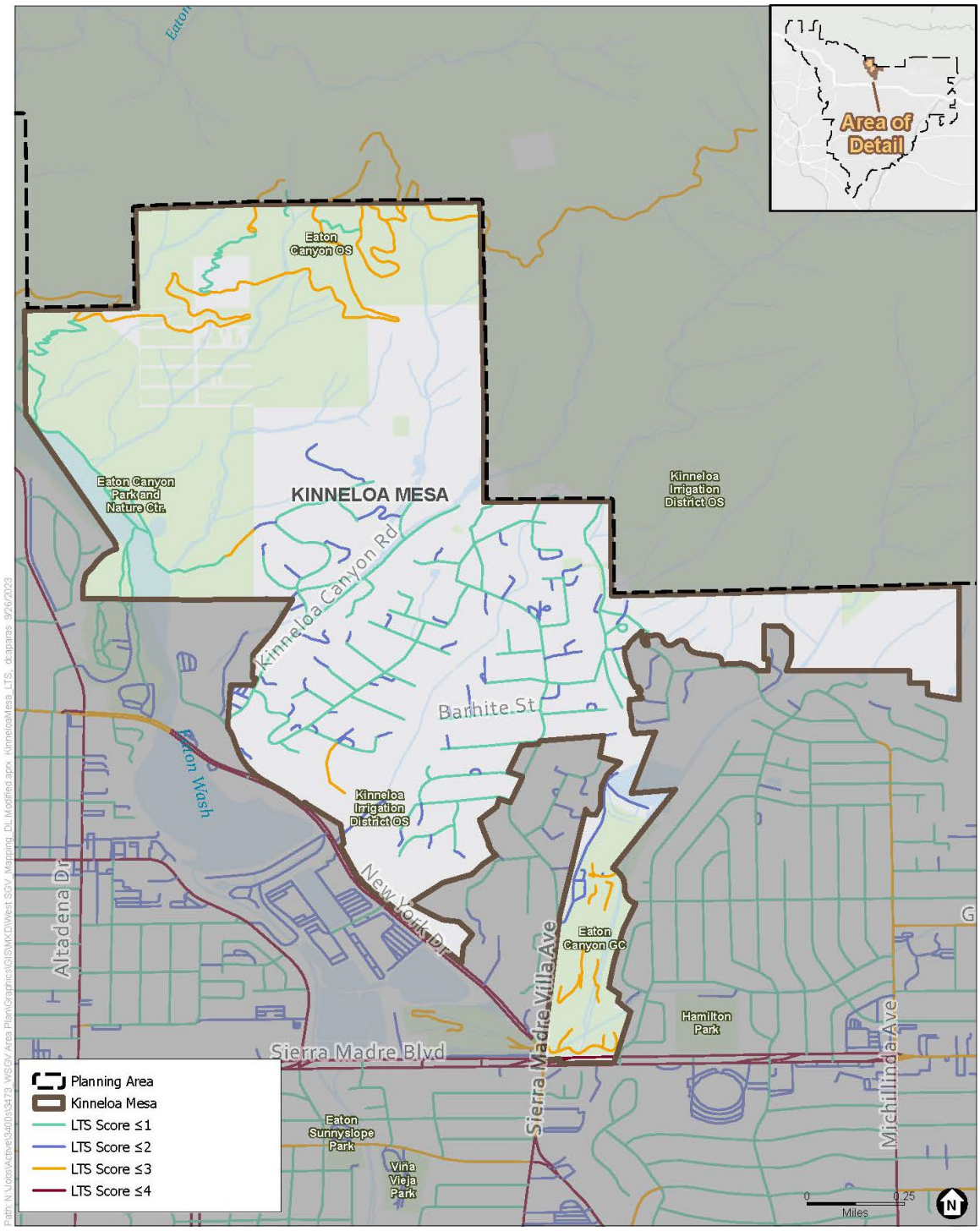
Figure 28
Bicycle Facilities in Kinneloa Mesa



SOURCES: Los Angeles County DRP; ESA; UrbanFootprint; Fehr & Peers, 2023

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Figure 29
Level of Traffic Stress in Kinneloa Mesa

Key Issues and Opportunities

Due to the location and topography of Kinneloa Mesa, there are limited transportation facilities in the community. New York Drive and Sierra Madre Boulevard are two major travel corridors along the south boundary. Public transit and bicycle facilities are provided along these corridors only. Residents living north of Mesaloa Lane and Fairpoint Street are not within walking distance (half mile) of an existing stop, but they have access to Metro Micro if they are living south of Kinneloa Canyon Road. Since the Kinneloa Mesa is surrounded by parking and recreational areas, the project team recommends extending existing bus routes or evaluating the performance of Metro Micro to make sure that there are sufficient transit service connecting residents to these destinations.

Most residential areas face a lack of continuous sidewalks and other pedestrian amenities, potentially due to the hillside topography and limited right-of-way width. The project team recommends working with the community to identify locations for improvements.

La Crescenta-Montrose

Introduction

La Crescenta-Montrose is an unincorporated community bound by Antelope Valley to the north, La Cañada Flintridge to the east, Glendale to the south and west. It is located at the northwest corner of the West SGV Area. Its major travel corridors cluster on the southern part of the community, including Foothill Freeway (I-210), Foothill Boulevard, Montrose Avenue, and Honolulu Avenue that run east–west direction, as well as Pennsylvania Avenue running north–south direction.

Existing Transportation System

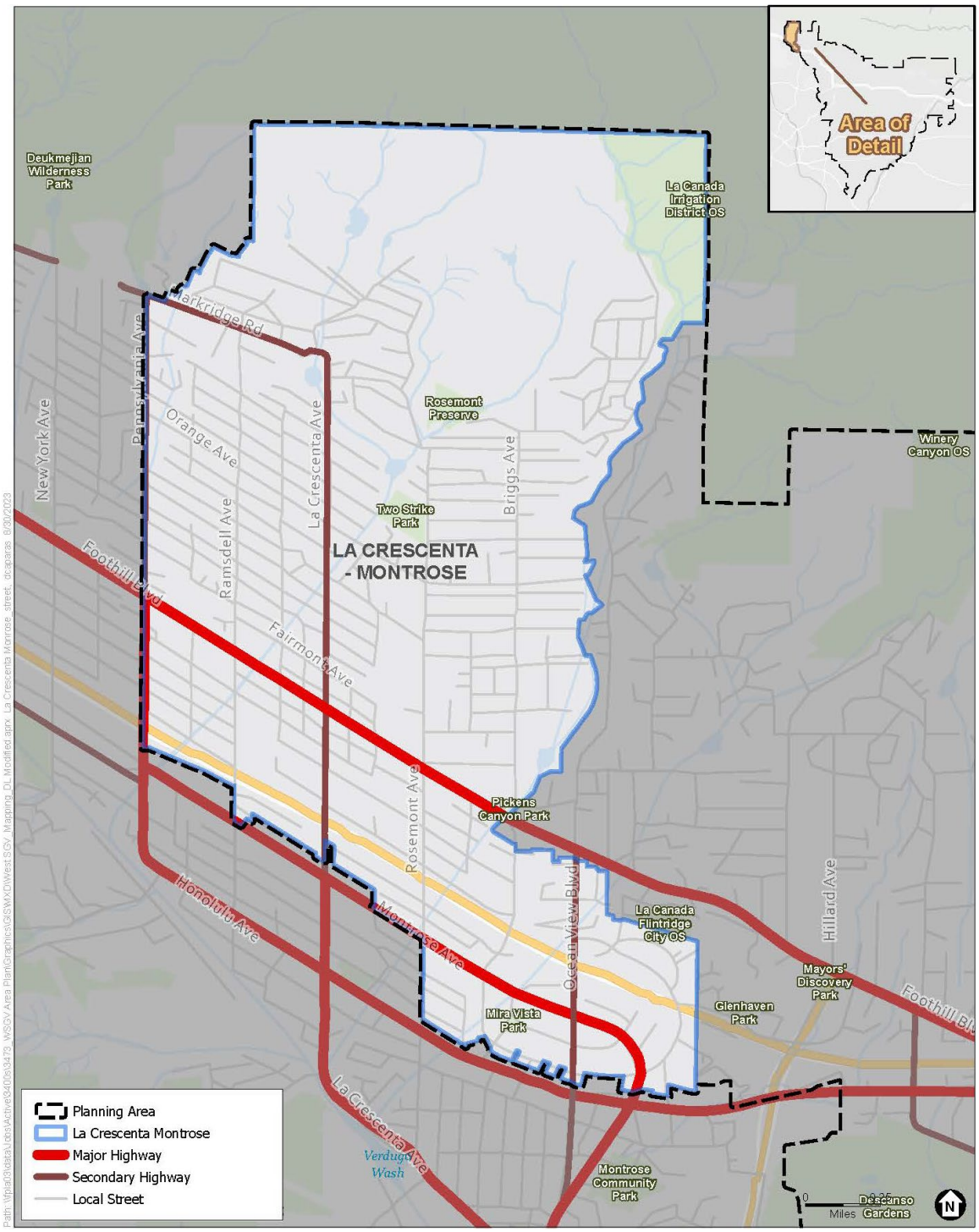
Street System

The transportation system in La Crescenta-Montrose consists of a roadway network including freeway, major and secondary highways, and local streets. Foothill Freeway (I-210) runs northwest to southeast through the south edge of La Crescenta-Montrose, which provides regional freeway access to the community. **Figure 30** shows the layout of street systems in La Crescenta-Montrose.

Major Highways

There are four major highways that run through part of La Crescenta-Montrose, including Foothill Boulevard, Pennsylvania Avenue, Honolulu Avenue, and Montrose Avenue.

Foothill Boulevard runs east–west through La Crescenta-Montrose. It provides two travel lanes in each direction with a center turn lane along most of the roadway. It also provides two bike lanes in each direction. On-street parking spaces are provided in some segments. Dedicated left-turn lanes are provided at signalized intersections and some unsignalized intersections. The posted speed limit is 40 mph.



SOURCES: Los Angeles County DRP; ESA; UrbanFootprint; Fehr & Peers, 2023

West San Gabriel Valley Area Plan

Figure 30
Street System in La Crescenta-Montrose

Pennsylvania Avenue runs north–south through La Crescenta-Montrose, with the segment south of Foothill Boulevard designated as a major highway. It provides two travel lanes in each direction with a center turn lane along most of the roadway. On-street parking spaces are provided in some segments. Dedicated left-turn lanes are provided at signalized intersections and some unsignalized intersections. Dedicated right-turn lanes are provided at some signalized intersections. The posted speed limit is 35 mph.

Montrose Avenue runs east–west through southeast La Crescenta-Montrose. It provides two travel lanes in each direction with a center turn lane along most of the roadway. On-street parking spaces are provided in some segments. Dedicated left-turn lanes are provided at signalized intersections and some unsignalized intersections. Dedicated right-turn lanes are provided at some signalized intersections. The posted speed limit is 35 mph.

Honolulu Avenue runs east-west through south of La Crescenta-Montrose border line. Along the western part of the roadway to La Crescenta Avenue, it provides a center turn lane and two travel lanes in each direction, with one of them being a shared lane with bicycles. From La Crescenta Avenue to Orangedale Avenue, the roadway is mostly divided by a solid double yellow line. On-street parking spaces are provided along most of the roadway. Dedicated left-turn lanes are provided at signalized intersections. In between Pleasure Way and Rosemont Avenue, there is a rectangular rapid flashing beacon (RRFB) at a pedestrian crosswalk. The posted speed limit for this segment is 35 mph. From Orangedale Avenue to Montrose Avenue, the roadway provides one shared travel lane in each direction, divided by a solid double yellow line. Dedicated on-street parking spaces are provided in some segments. There are no dedicated turn lanes but there are multiple stripped pedestrian crosswalks along most of the roadway. The posted speed limit for this segment is 25 mph.

Secondary Highways

There are four secondary highways serving La Crescenta-Montrose, including Ocean View Boulevard, La Crescenta Avenue, Pennsylvania Avenue, and Markridge Road.

Ocean View Boulevard runs north–south through La Crescenta-Montrose. It provides two travel lanes in each direction with a solid double yellow line along the middle of most of the roadway. On-street parking spaces are provided in some segments. Dedicated left-turn lanes are provided at signalized intersections and some unsignalized intersections. Dedicated right-turn lanes are provided at some signalized intersections. The posted speed limit is 35 mph.

La Crescenta Avenue runs north–south through La Crescenta-Montrose. From Markridge Road to Foothill Boulevard, it provides one travel lane in each direction with a center turn lane with on-street parking spaces provided in some segments. From Foothill Boulevard to Montrose Avenue, it provides two travel lanes. Dedicated left-turn and right-turn lanes are provided at signalized intersections and some unsignalized intersections. The posted speed limit is 30 mph.

Pennsylvania Avenue runs north–south through La Crescenta-Montrose, with the segment south Foothill Boulevard designated as a secondary highway. It provides one travel lane in each direction with on-street parking spaces provided in some segments. Dedicated left-turn lanes are provided at signalized intersections. The posted speed limit is 35 mph.

Markridge Road runs east–west through La Crescenta-Montrose, with the segment east of Pennsylvania Avenue to La Crescenta Avenue designated as a secondary highway. It provides two travel lanes in each direction with on-street parking spaces provided in some segments. The posted speed limit is 25 mph.

All remaining streets not otherwise classified as highways fall under local streets.

Collision History

TIMS provides details of the motor vehicle collisions resulting in injury in the community. The data summarized below includes injury collision records spanning from January 1, 2018, through December 31, 2022. **Table 16** summarizes collisions within the community by involvement, including fatalities and injuries associated with the collisions. The number of total injury collisions in La Crescenta-Montrose accounts for 16% of total injury collisions in West SGV area. The frequency of bicycle injury collisions was lower than the other communities in the area. **Figure 31** and **Figure 32** show the five-year breakdown by involvement and collision locations.

TABLE 16
MOTOR VEHICLE COLLISION SUMMARY BY INVOLVEMENT IN LA CRESCENTA-MONTROSE (2018–2022)

Collision Involved with	Number of Injury Collisions	Number of Killed or Seriously Injured (KSI)	Number of Fatalities	% of Injury Collisions compared to West SGV Area	% of KSI compared to West SGV Area	% of Fatalities compared to West SGV Area
Pedestrian	16	4	0	18%	20%	0%
Bicycle	1	0	0	1%	0%	0%
Vehicles Only	210	18	4	16%	20%	25%
Total	***227***	***22***	***4***	***16%***	***17%***	***16%***

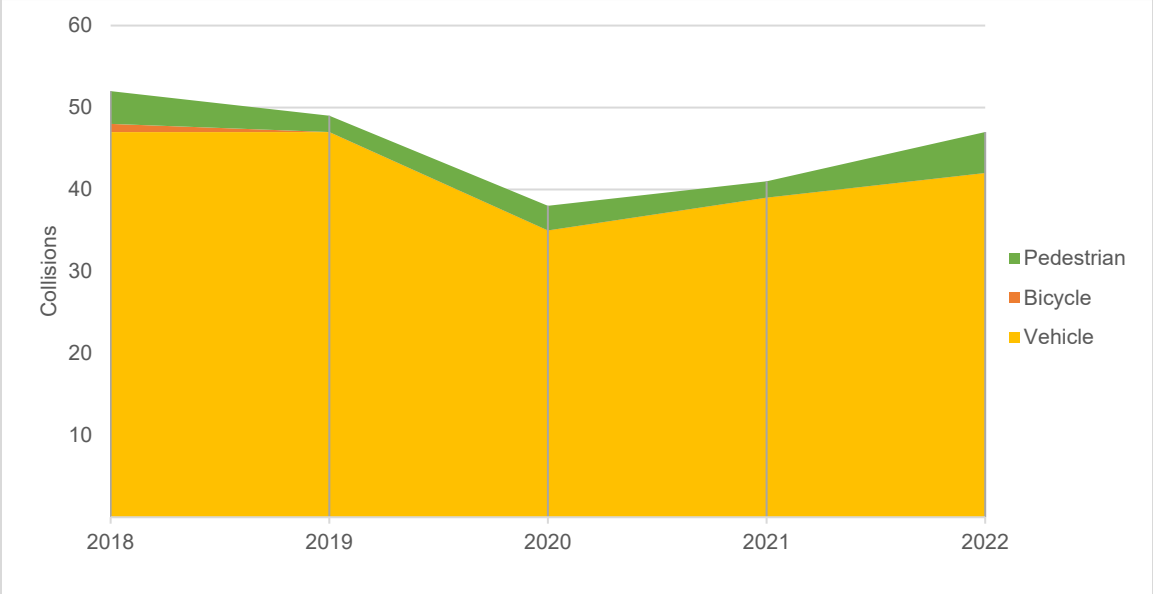
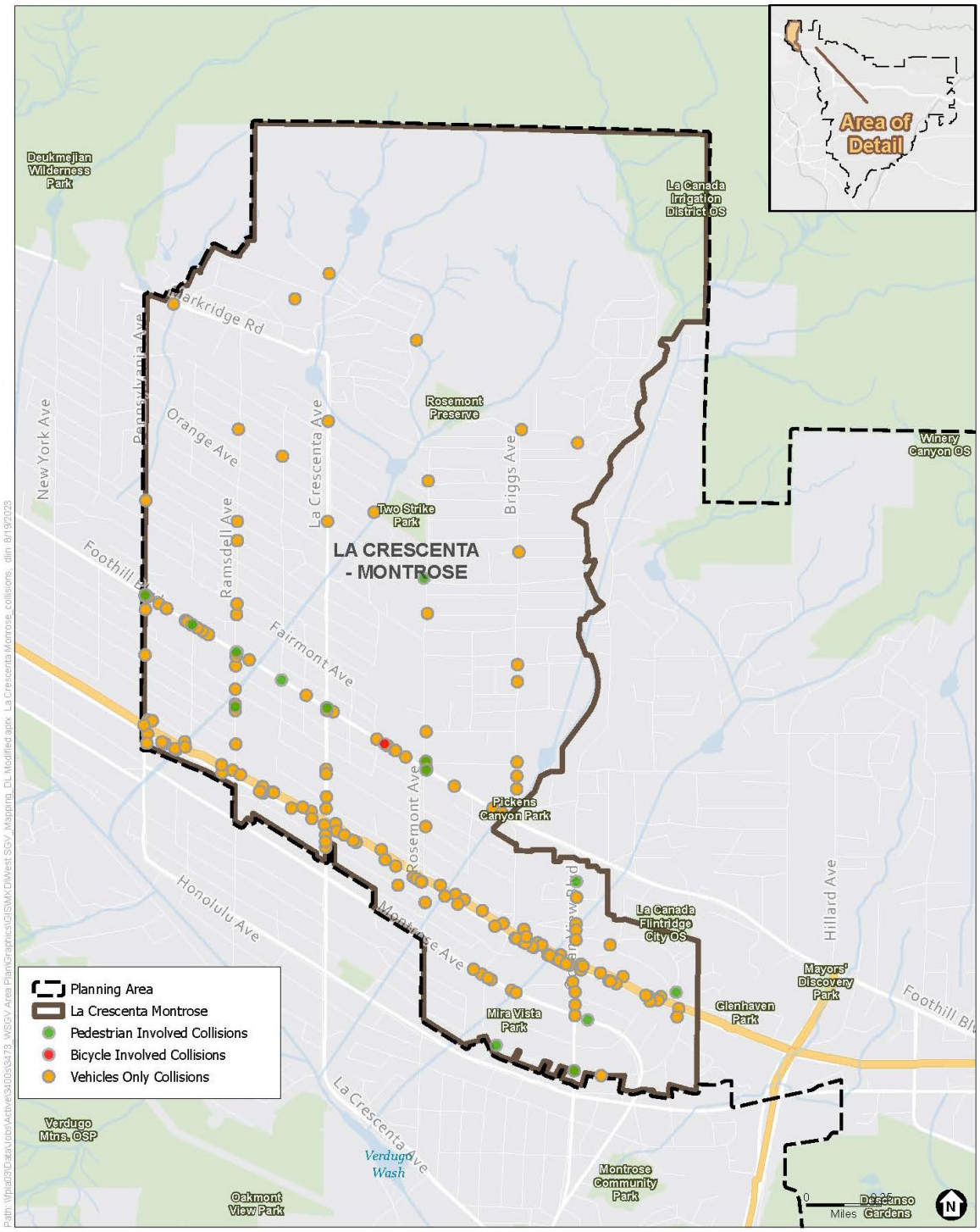


Figure 31
Five-Year Collision Summary by Involvement in La Crescenta-Montrose



SOURCES: Los Angeles County DRP; ESA; UrbanFootprint; Fehr & Peers, 2023

West San Gabriel Valley Area Plan

Figure 32
Five-Year Collision Map in La Crescenta-Montrose

Table 17 summarizes injury collisions by crash type. Of the 227 reported collisions during this time frame, rear-end (28%) and broadside (25%) collisions were the most frequent crash types in the community.

TABLE 17
CRASH TYPE FREQUENCY IN LA CRESCENTA-MONTROSE (2018–2022)

Crash Type	Number of Injury Collisions	Percentage
Head-On	8	4%
Sideswipe	30	13%
Rear End	63	28%
Broadside	56[a]	25%
Hit Object	47	21%
Overturned	5	2%
Vehicle/Pedestrian	17	7%
Other	1	0%
Not Stated	0	0%
Total	***227***	***100%***

a. 24 of 56 broadside collisions were due to drivers not yielding after left turn or U-turn.

Figure 33 displays the frequency of injury collisions by mode for different times of day. Generally, most collisions occurred during midday and evening peak hours, bicycle-involved collisions only occurred during the overnight hours. Pedestrian-involved collisions mostly occurred during the evening peak hours.

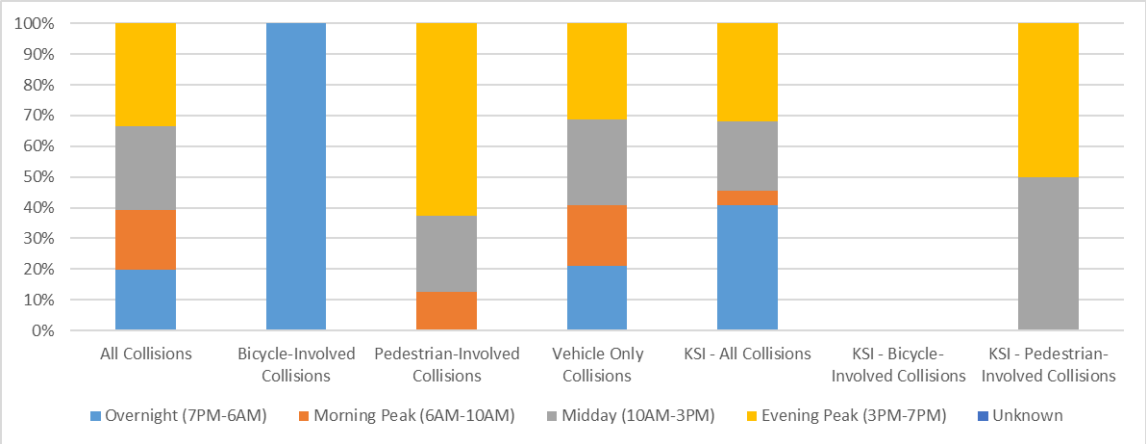


Figure 33
Collision by Time of Day in La Crescenta-Montrose (2018–2022)

Public Transportation System

La Crescenta-Montrose is served by three different transit providers: Metro, the Los Angeles Department of Transportation (LADOT), and Glendale Beeline. Metro Line 90 connects directly to Downtown Los Angeles. LADOT also provides service to Downtown Los Angeles with a Commuter Express route that operates during the morning and afternoon/evening peak hours only. Glendale Beeline provides service to Downtown Glendale and Jet Propulsion Laboratory (JPL). **Table 18** and **Figure 34** displays operational information for transit lines serving La Crescenta-Montrose.

TABLE 18
EXISTING TRANSIT SERVICE IN LA CRESCENTA-MONTROSE

Transit Route	Operator	Service Type	Service From	Weekday Peak Hours Headways (AM/PM)
90	Metro	Local	Los Angeles Civic Center–Sunland–North Hollywood via Glendale Avenue-Foothill Boulevard-Vineland Avenue	20 minutes
409	LADOT	Commuter Express	Sylmar–Downtown Los Angeles	10–20 minutes
3/31	Glendale Beeline	Local	JPL–Downtown Glendale	45 minutes/ 40–45 minutes
33/34	Glendale Beeline	Shuttle	Montrose–JPL/ La Cañada High School	25 minutes

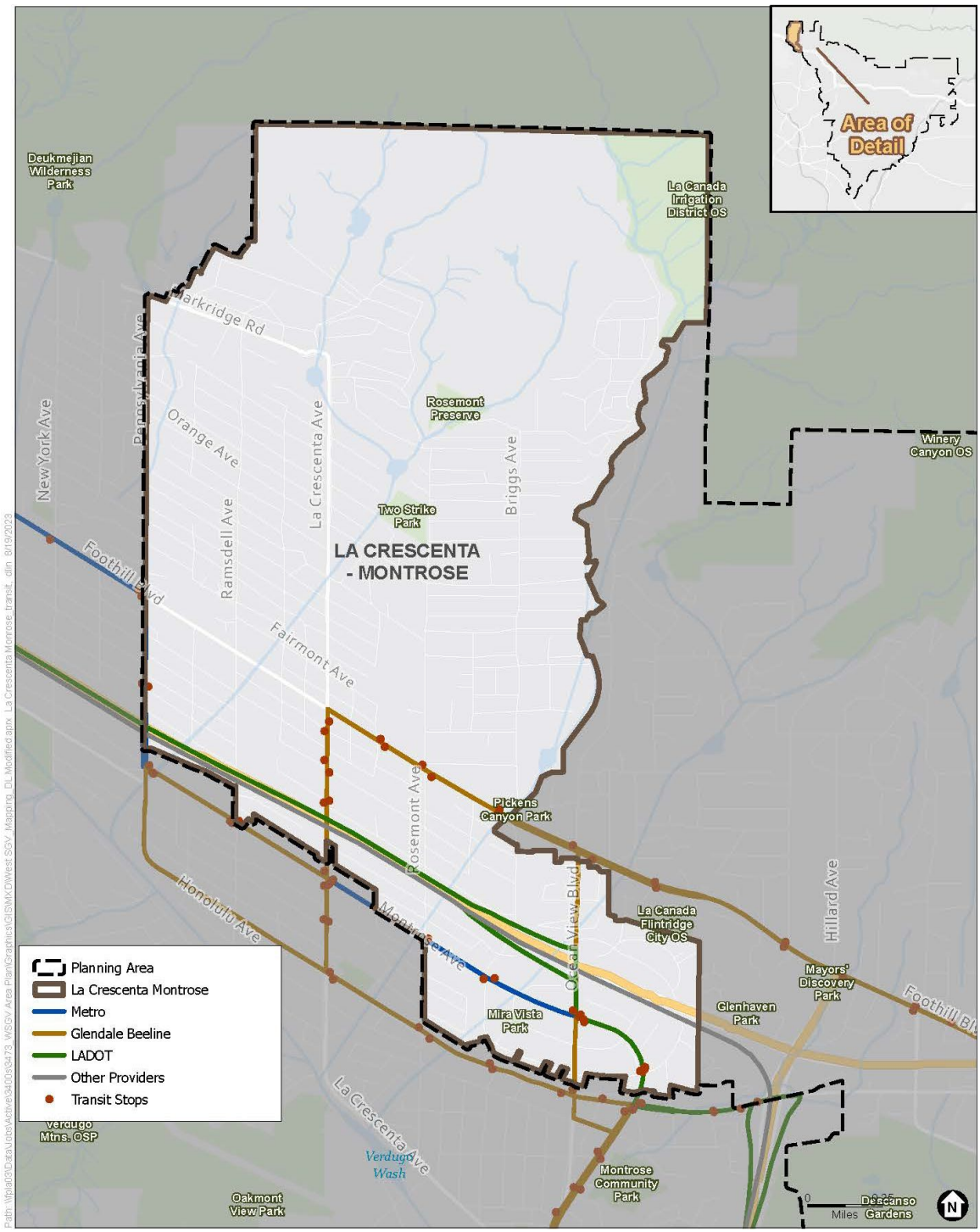
Bicycle Facilities

La Crescenta-Montrose has Class II bike lanes along Foothill Boulevard and Honolulu Avenue, which connect to the bicycle network in the City of Glendale. **Figure 35** displays the bicycle network in La Crescenta-Montrose.

Pedestrian Facilities

Like other communities across the northern West SGV area, La Crescenta-Montrose has ample shade coverage and an extensive tree canopy. Almost all areas of the community have much higher than average shade coverage, with the least amount of tree canopy being present in the southern part of the community near the 210 Freeway. Even so, this area has shade coverage of around 25%, exceeding the average for the County.

As presented in **Figure 36**, Three major arterials, Foothill Boulevard, Montrose Avenue, and Ocean View Boulevard, scored a four in terms of their LTS. The 210 Freeway also scored at a level of four, however, this finding is negated because it is not a part of the local roadway context. Other roadways that scored particularly high (with scores greater than or equal to three) include Ramsdell Avenue, La Crescenta Avenue, Rosemont Avenue, and Briggs Avenue. These are major north/south streets that connect residential areas to community resources. However, these corridors have sidewalk gaps and lack of other pedestrian amenities. There are no Collision Concentration Corridor identified in this community in the Los Angeles County Vision Zero initiative.



SOURCES: Los Angeles County DRP; ESA; UrbanFootprint; Fehr & Peers, 2023

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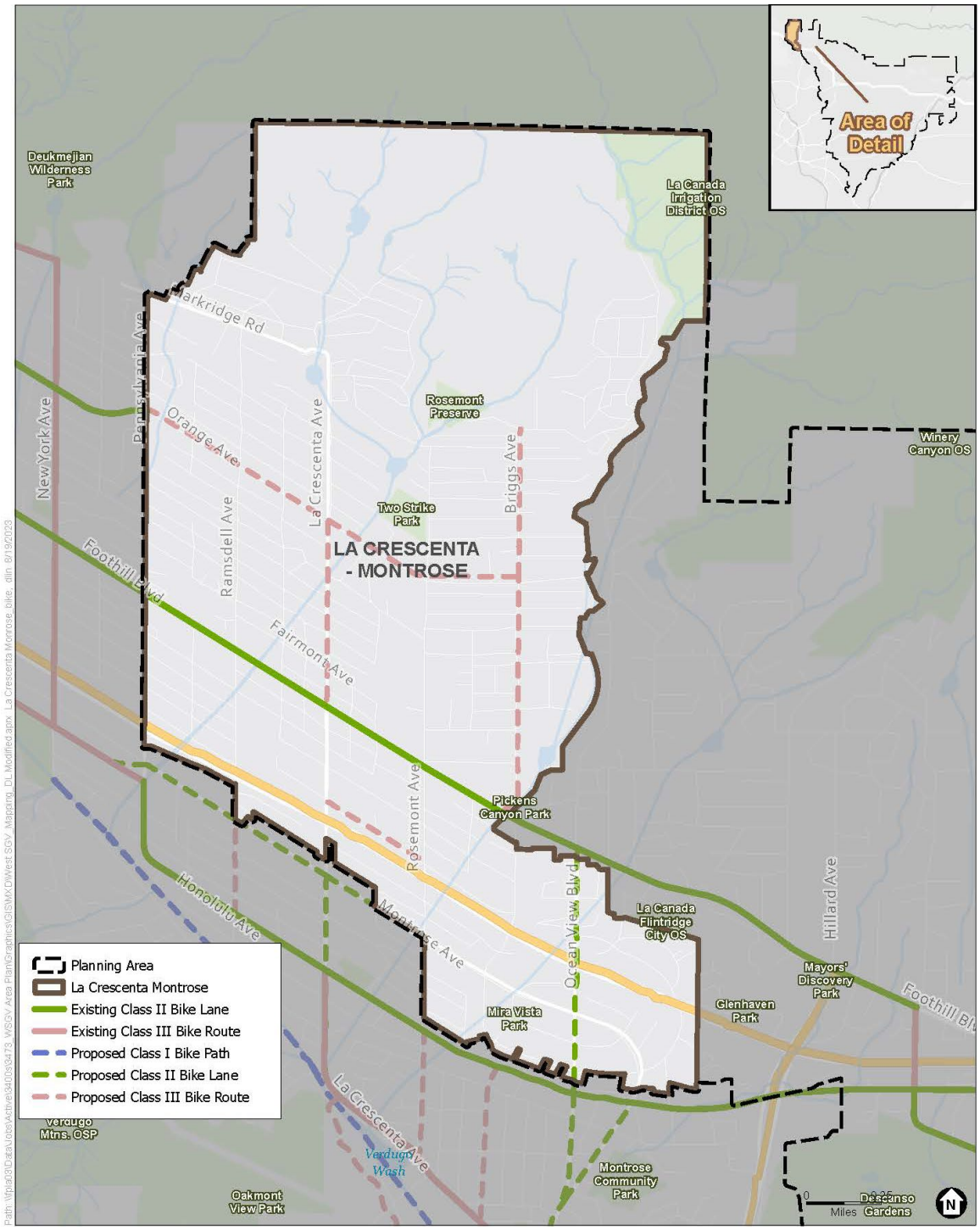
Figure 34
Existing Transit System in La Crescenta-Montrose



SOURCES: Los Angeles County DRP; ESA; UrbanFootprint; Fehr & Peers, 2023

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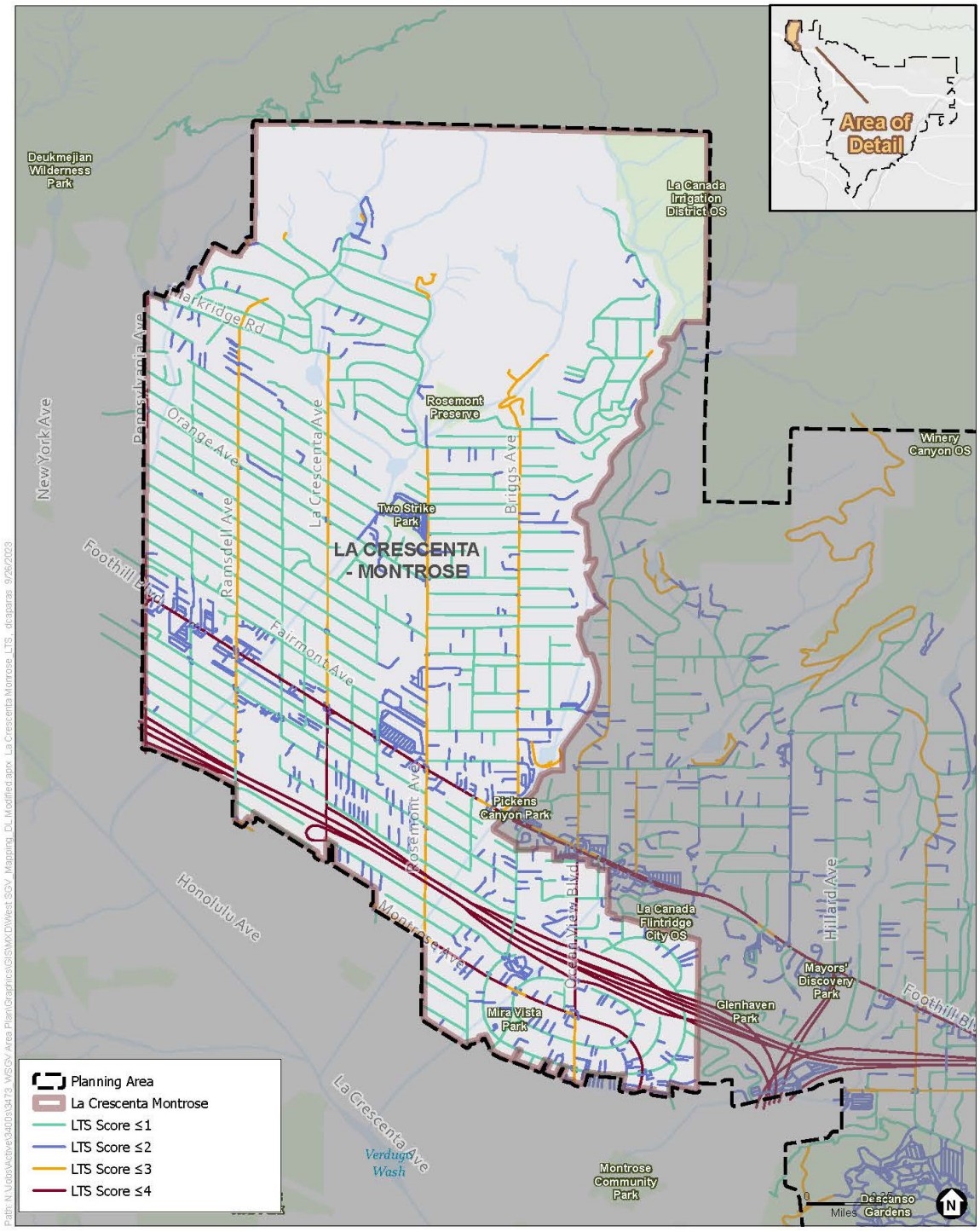
Figure 35
Bicycle Facilities in La Crescenta-Montrose



SOURCES: Los Angeles County DRP; ESA; UrbanFootprint; Fehr & Peers, 2023

West San Gabriel Valley Area Plan

Figure 36
Level of Traffic Stress in La Crescenta-Montrose

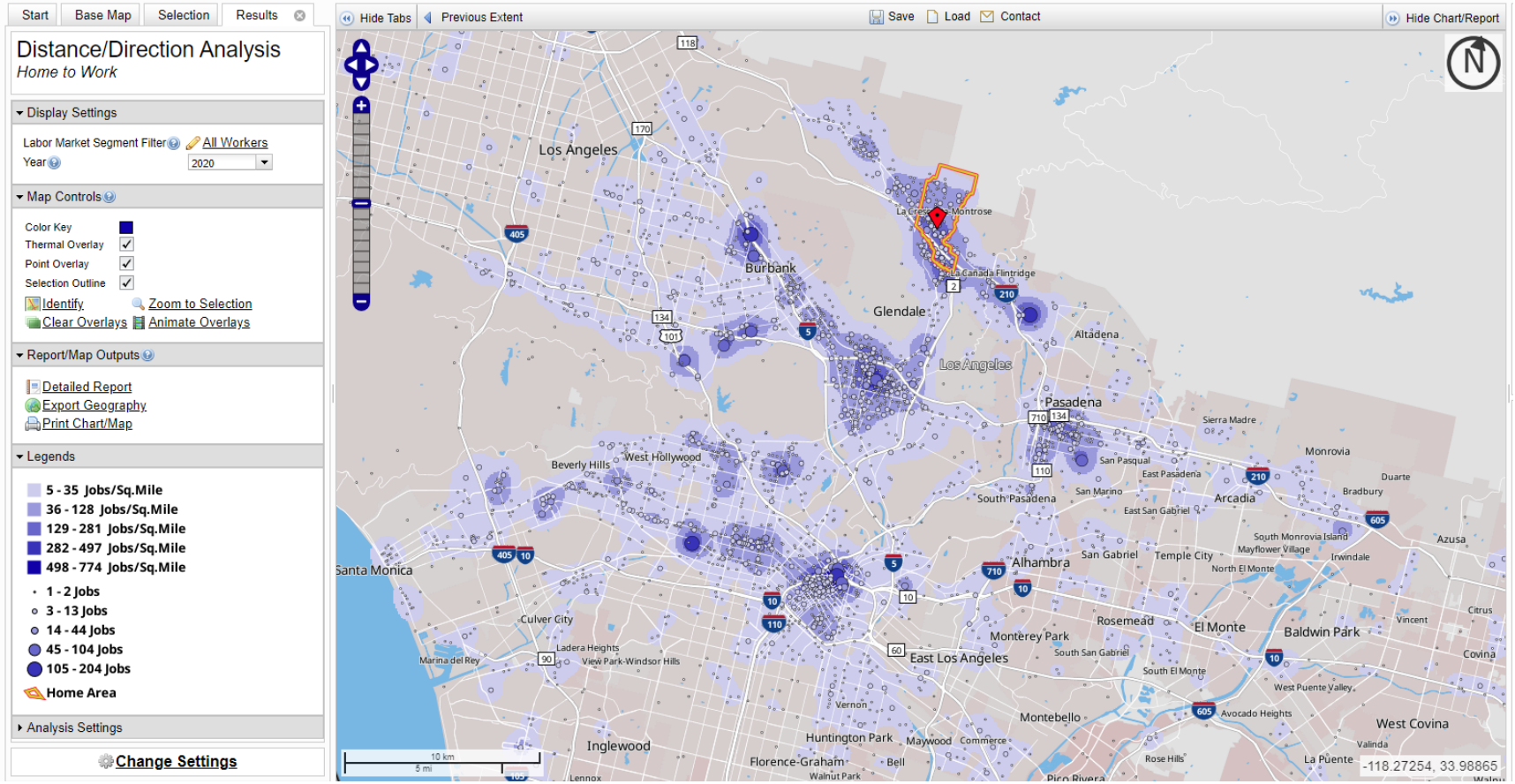
Travel Patterns and Mode Share

In 2020, La Crescenta-Montrose had a total of 9,447 working population and 2,967 employees. **Figure 37** shows the inflow/outflow job counts for the community. 2,607 individuals were employed in La Crescenta-Montrose but resided outside, accounting for 87.9% of the community's workforce. 9,087 La Crescenta-Montrose residents worked outside the community, accounting for 96.2% of the total working population. Employment locations are clustered in Jet Propulsion Laboratory (JPL), Burbank, Downtown Los Angeles, and Mid-Wilshire areas (**Figure 38**). 360 individuals were employed and lived in La Crescenta-Montrose, accounting for 3.8% of the total working population and 12.1% of the workforce.

Figure 37
Inflow/Outflow Jobs Counts in La Crescenta-Montrose in 2020

Table 19 shows the job distance of working population in La Crescenta-Montrose, of which over 60% traveled more than 10 miles one-way to their jobs in 2020. This is similar to the area average.

Table 20 shows the commute trip mode choice of residents in La Crescenta-Montrose. The majority of commuters of employment age (16 years and older) traveled by vehicles, with 89% driving alone and 8% carpooling. Less than 1% of trips to work were taken by transit and nearly 3% taken by walk, bike, and other modes. La Crescenta-Montrose residents have higher vehicle uses than the West SGV area on average.



SOURCES: OnTheMap, U.S. Census Bureau, Center for Economic Studies, LEHD

Figure 38
Counts and Density of Work Locations for People living in La Crescenta-Montrose

TABLE 19
JOB BY DISTANCE OF WORKING POPULATION IN LA CRESCENTA-MONTROSE (2020)

Job Distance	Job Counts	Percentage
Less than 10 miles	3,846	40.70%
10 to 24 miles	3,823	40.50%
25 to 50 miles	1,015	10.70%
Greater than 50 miles	763	8.10%
Total	***9,447***	***100%***

TABLE 20
MODE SHARE OF COMMUTERS IN LA CRESCENTA-MONTROSE IN 2022

		La Crescenta-Montrose		West SGV	
Mode Share		**Number of Commuters**	**Percentage**	**Number of Commuters**	**Percentage**
Car, truck, or van	Drive alone	6,988	89%	36,157	84%
	Carpooled	642	8%	3,942	9%
Transit	Bus	28	0.4%	621	1%
	Light rail	—	0%	330	1%
	Commuter rail	—	0%	76	0.2%
Walk		136	2%	749	2%
Bike, motorcycle, or other modes		43	1%	1,035	2%
Total		***7,837***	***100%***	***42,910***	***100%***

SOURCE: American Community Survey 5-Year Estimates (2022)

Key Issues and Opportunities

La Crescenta-Montrose has its major travel corridors clustered in the southern part, but there are only two secondary highways in the northern part of the community.

Analysis of collision data from TIMS shows a few major hotspots for injury traffic collisions across the community. Clusters of injury collisions can be found along the Foothill freeway, with concentrations near the ramps on La Crescenta Avenue and Ocean View Boulevard. More than half of the community's pedestrian injury collisions occurred along the Foothill Boulevard, which indicates an opportunity to explore safety treatments in this corridor.

The existing transit service is concentrated in the southern part of La Crescenta-Montrose. There is no fixed transit or micro transit serving the residential neighborhoods north of Foothill Boulevard. The project team recommends extending existing transit to the northern part of this area or providing new service (such as the Metro Micro) to connect to the rest of the transit network.

The four major north-south corridors that connect residential areas to community resources have a relatively high level of traffic stress, including Ramsdell Avenue, La Crescenta Avenue,

Rosemont Avenue, and Briggs Avenue. Residents living along these corridors face sidewalk gaps as well as limited pedestrian amenities. The project team recommends working with the community to identify locations for improvements.

The mode share (during 2022) of commuters in La Crescenta-Montrose showed the highest vehicle usage (97.4%) among all West SGV communities. This is in part due to limited transit service and a lack of active transportation facilities in the community.

San Pasqual

Introduction

San Pasqual is an unincorporated community bound by Pasadena to the north, east, and west, San Marino to the south. The community has one highway and one parkway running through it, but the area is in close proximity to several other major highways, which are accessible from all sides of the community.

Existing Transportation System

Street System

The transportation system in San Pasqual consists of a roadway network including one secondary highway, one parkway, and local streets. **Figure 39** shows the layout of street systems in San Pasqual.

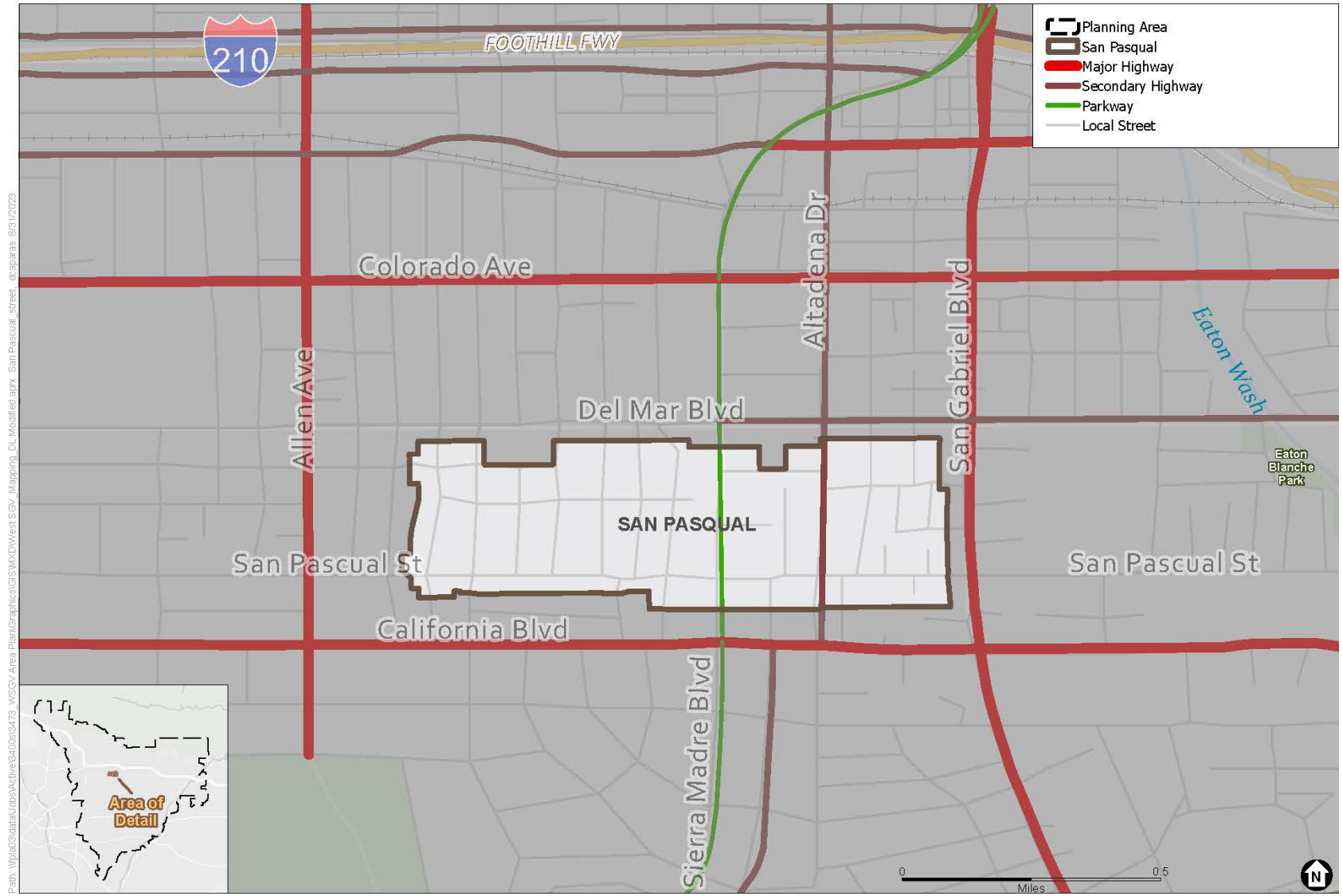
Santa Anita Avenue serves as a secondary highway running north–south through the San Pasqual. It provides one travel lane in each direction with on-street parking spaces provided in some segments. The posted speed limit is 30 mph.

Sierra Madre Boulevard serves as a parkway running north of south through the community. It provides two travel lanes in each direction with a median strip with vegetation along most of the roadway. On-street parking spaces are provided in some segments. Dedicated left-turn lanes are provided at signalized intersections. The posted speed limit is 40 mph.

All remaining streets not otherwise classified as highways fall under local streets.

Collision History

TIMS provides details of the motor vehicle collisions resulting in injury in the community. The data summarized below includes injury collision records spanning from January 1, 2018, through December 31, 2022. **Table 21** summarizes injury collisions within the community by involvement, including fatalities and injuries associated with the collisions. The collision frequency in San Pasqual is relatively low compared to other communities in the West SGV Area. **Figure 40** and **Figure 41** show the five-year breakdown by involvement and collision locations.



SOURCES: Los Angeles County DRP; ESA; UrbanFootprint; Fehr & Peers, 2023

West San Gabriel Valley Area Plan

Figure 39
Street System in San Pasqual

TABLE 21
MOTOR VEHICLE COLLISION SUMMARY BY INVOLVEMENT IN SAN PASQUAL (2018–2022)

Collision Involved with	Number of Injury Collisions	Number of Killed or Seriously Injured (KSI)	Number of Fatalities	% of Injury Collisions compared to West SGV Area	% of KSI compared to West SGV Area	% of Fatalities compared to West SGV Area
Pedestrian	0	0	0	0%	0%	0%
Bicycle	0	0	0	0%	0%	0%
Vehicles Only	11	0	0	1%	0%	0%
Total	***11***	***0***	***0***	***1%***	***0%***	***0%***

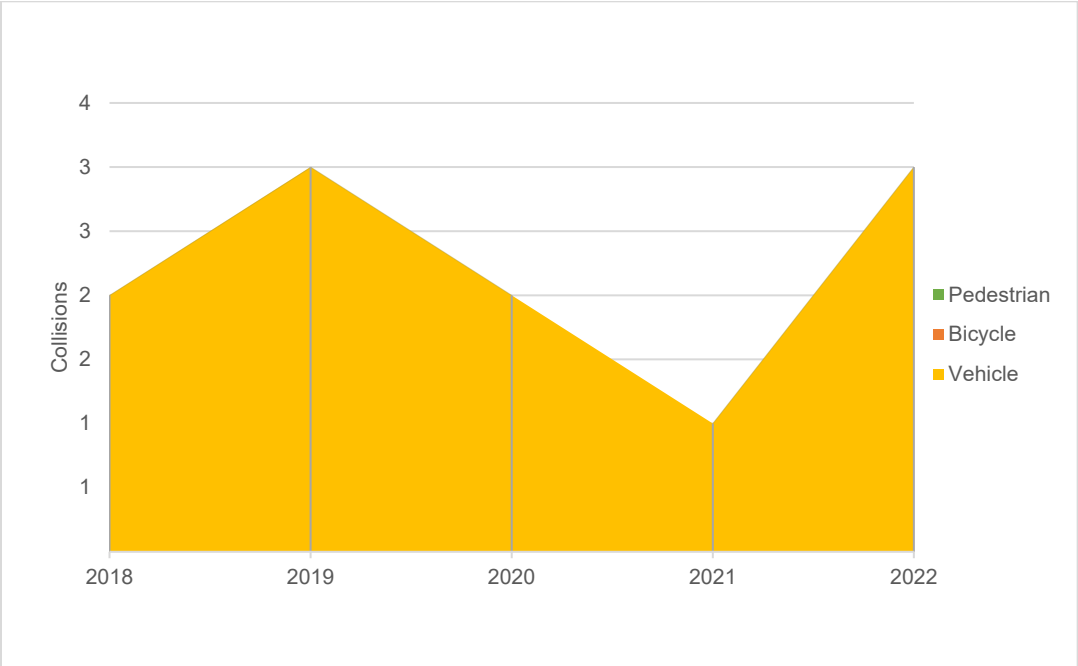
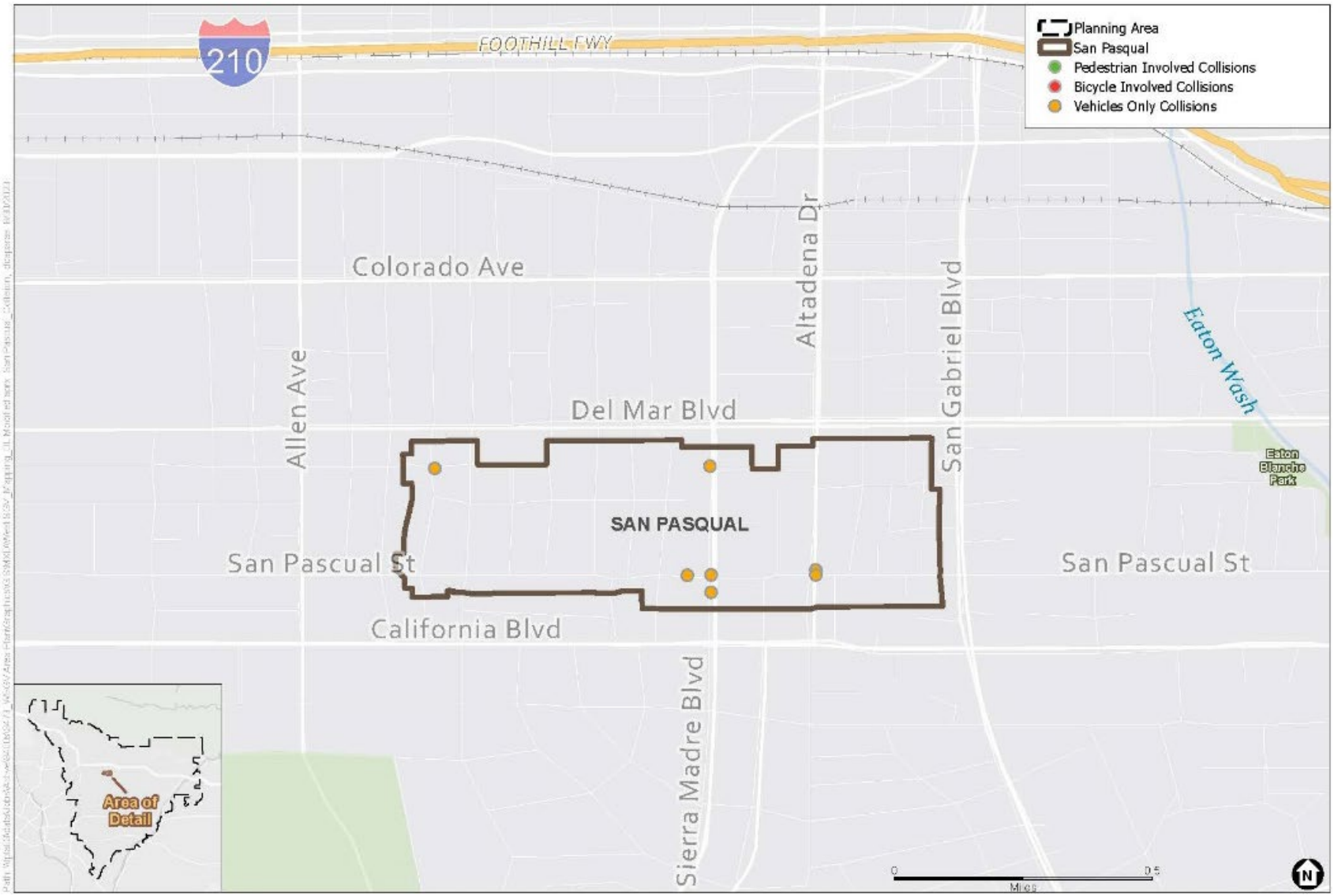


Figure 40
Five-Year Collision Summary by Involvement in San Pasqual



SOURCES: Los Angeles County DRP; ESA; UrbanFootprint; Fehr & Peers, 2023

West San Gabriel Valley Area Plan

Figure 41
Five-Year Collision Map in San Pasqual

Table 22 summarizes injury collisions by crash type. Of the 11 reported collisions during this time frame, broadside (64%) and rear-end (18%) collisions were the most frequent crash types in the community.

TABLE 22
CRASH TYPE FREQUENCY IN SAN PASQUAL (2018–2022)

Crash Type	Number of Injury Collisions	Percentage
Head-On	1	9%
Sideswipe	1	9%
Rear End	2	18%
Broadside	7[a]	64%
Hit Object	0	0%
Overturned	0	0%
Vehicle/Pedestrian	0	0%
Other	0	0%
Not Stated	0	0%
Total	***11***	***100%***

a. 4 of 7 broadside collisions were due to drivers not yielding after left turn or U-turn.

Figure 42 displays the frequency of injury collisions by mode for different times of day. Collisions occurred most frequently during the midday hours.

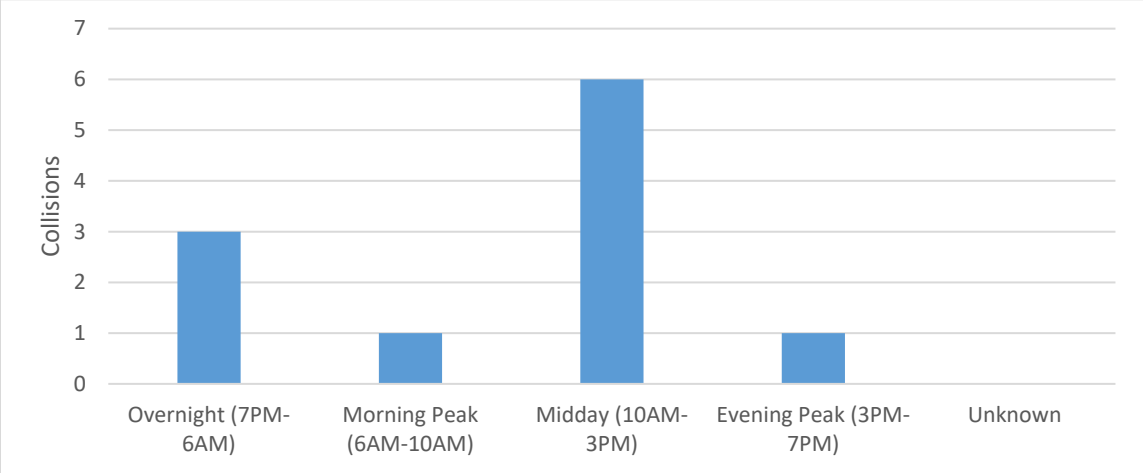


Figure 42
Collision by Time of Day in San Pasqual (2018–2022)

Public Transportation System

There are no transit stops within San Pasqual, but Metro Line 267 and 487 provide service along Del Mar Boulevard and San Gabriel Boulevard, respectively. These two streets are approximately 300 feet from the community's north and east boundary. Line 267 is a local bus that connects the community to Pasadena and El Monte Station which provides connections to Downtown Los

Angeles via the Metro J Line. It runs approximately every 30 minutes during the morning and afternoon/evening peak hours. Line 487 is a Metro express bus that connects to Metro Sierra Madre Villa station, which provides connections to Downtown Los Angeles via Metro A Line. It runs approximately every 40 minutes during the morning and afternoon/evening peak hours. **Figure 43** displays these transit route alignments and stop locations near San Pasqual.

Bicycle Facilities

San Pasqual has a bicycle network with approximately 1.5 miles of Class III bike routes along San Pasqual Street, Craig Avenue, and Sierra Madre Boulevard. They connect to the bicycle network in the City of Pasadena. **Figure 44** displays the bicycle network in San Pasqual.

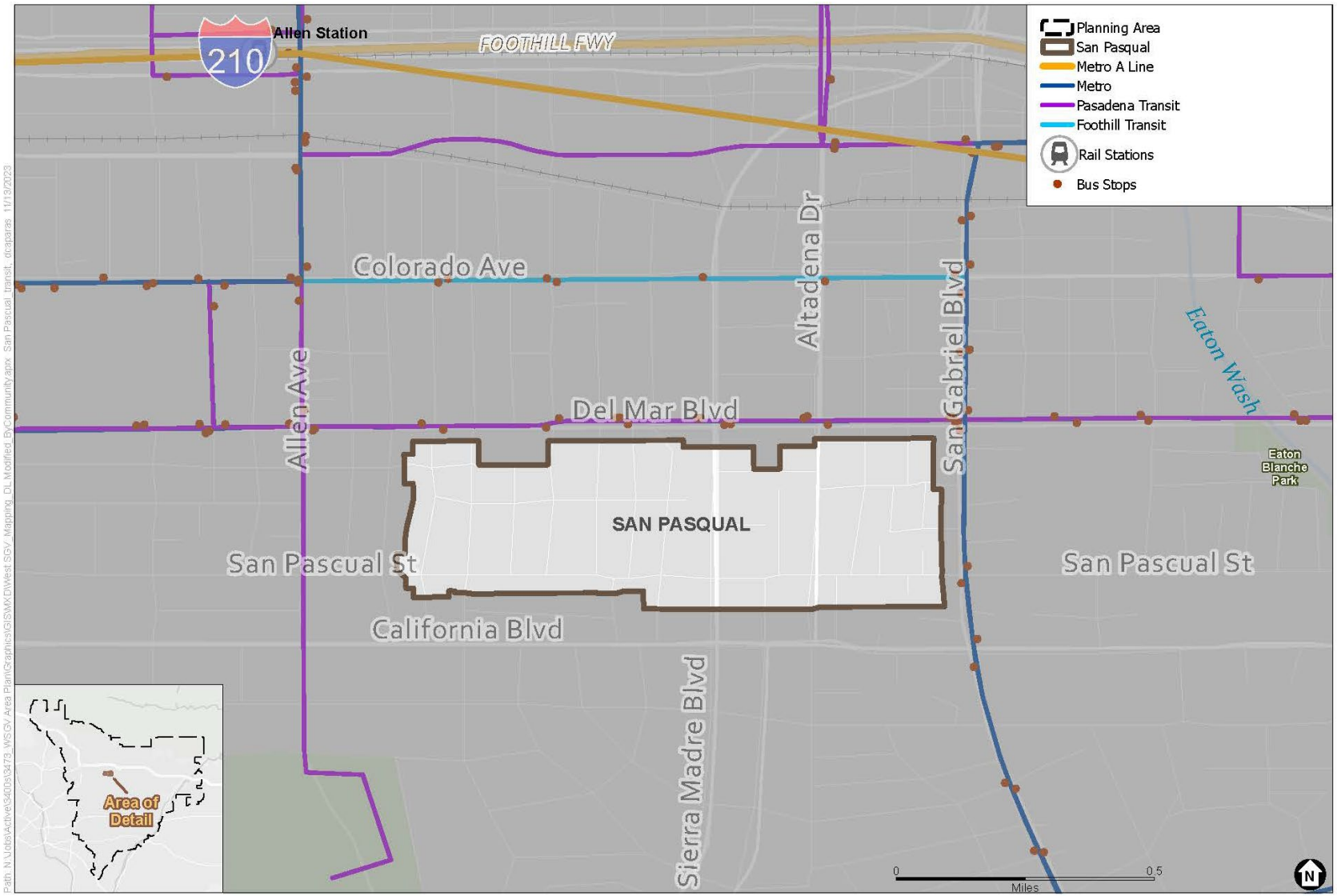
Pedestrian Facilities

San Pasqual has adequate shade coverage, with around 30% of land covered under the existing tree canopy. This exceeds the Countywide average by about 12% and is fairly consistent across the whole community.

A few roadways in San Pasqual scored high (with scores greater than or equal to three) in terms of their LTS (**Figure 45**). This includes San Pascual Street, Altadena Drive, and Sierra Madre Boulevard. There is no Collision Concentration Corridor identified in this community in the Los Angeles County Vision Zero Program.

Travel Patterns and Mode Share

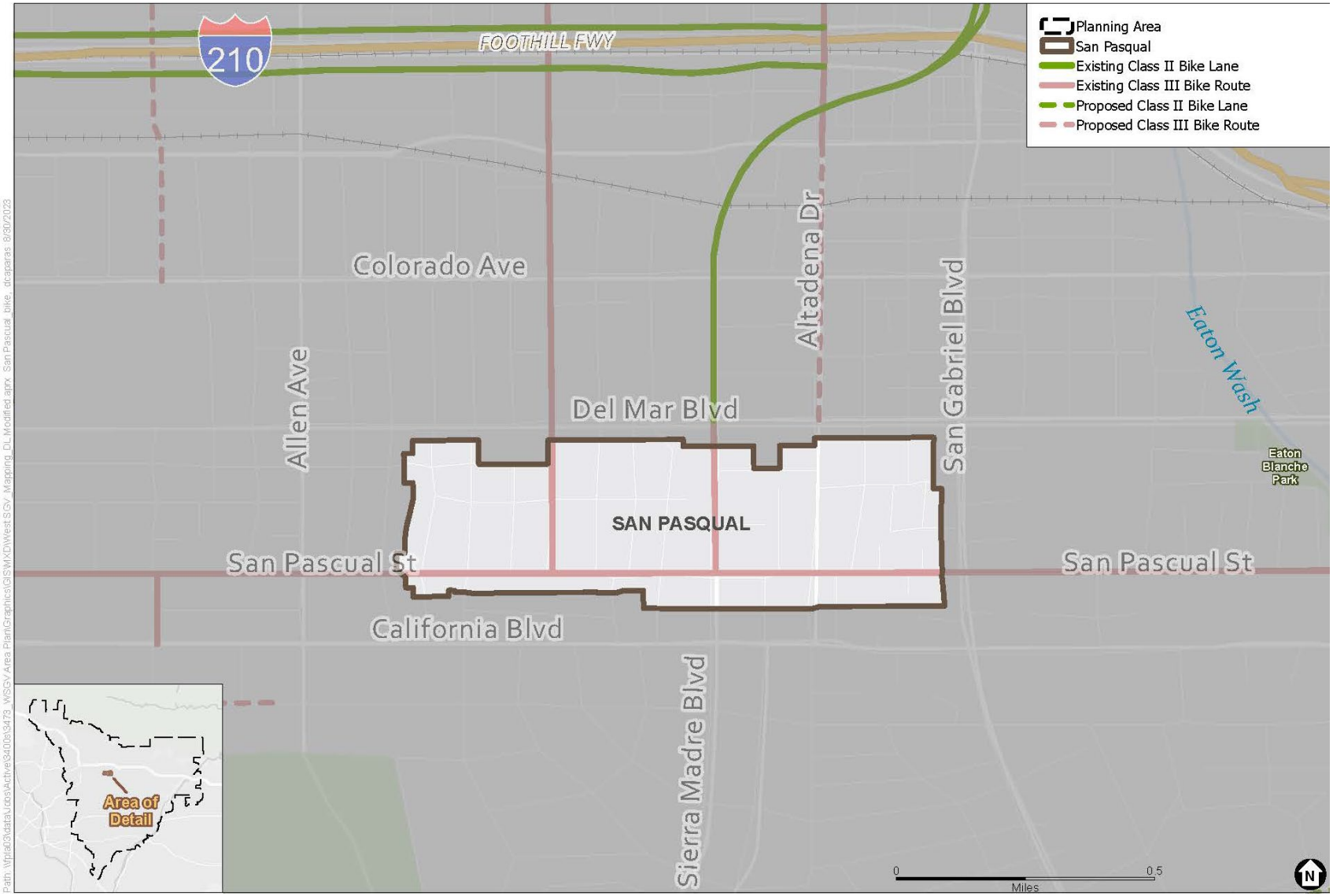
In 2020, San Pasqual had a total of 951 working population and 189 employees. **Figure 46** shows the inflow/outflow job counts for the community. 174 individuals were employed in San Pasqual but resided outside, accounting for 92.1% of the community's workforce. 936 San Pascual residents worked outside the community, accounting for 98.4% of the total working population. Employment locations are clustered at the Jet Propulsion Laboratory (JPL), City of Pasadena, and Downtown Los Angeles areas (**Figure 47**). 15 individuals were employed and lived in San Pasqual, accounting for 1.6% of the total working population and 7.9% of the workforce.



SOURCES: Los Angeles County DRP; ESA; UrbanFootprint; Fehr & Peers, 2023

West San Gabriel Valley Area Plan

Figure 43
Existing Transit System in San Pasqual



SOURCES: Los Angeles County DRP; ESA; UrbanFootprint; Fehr & Peers, 2023

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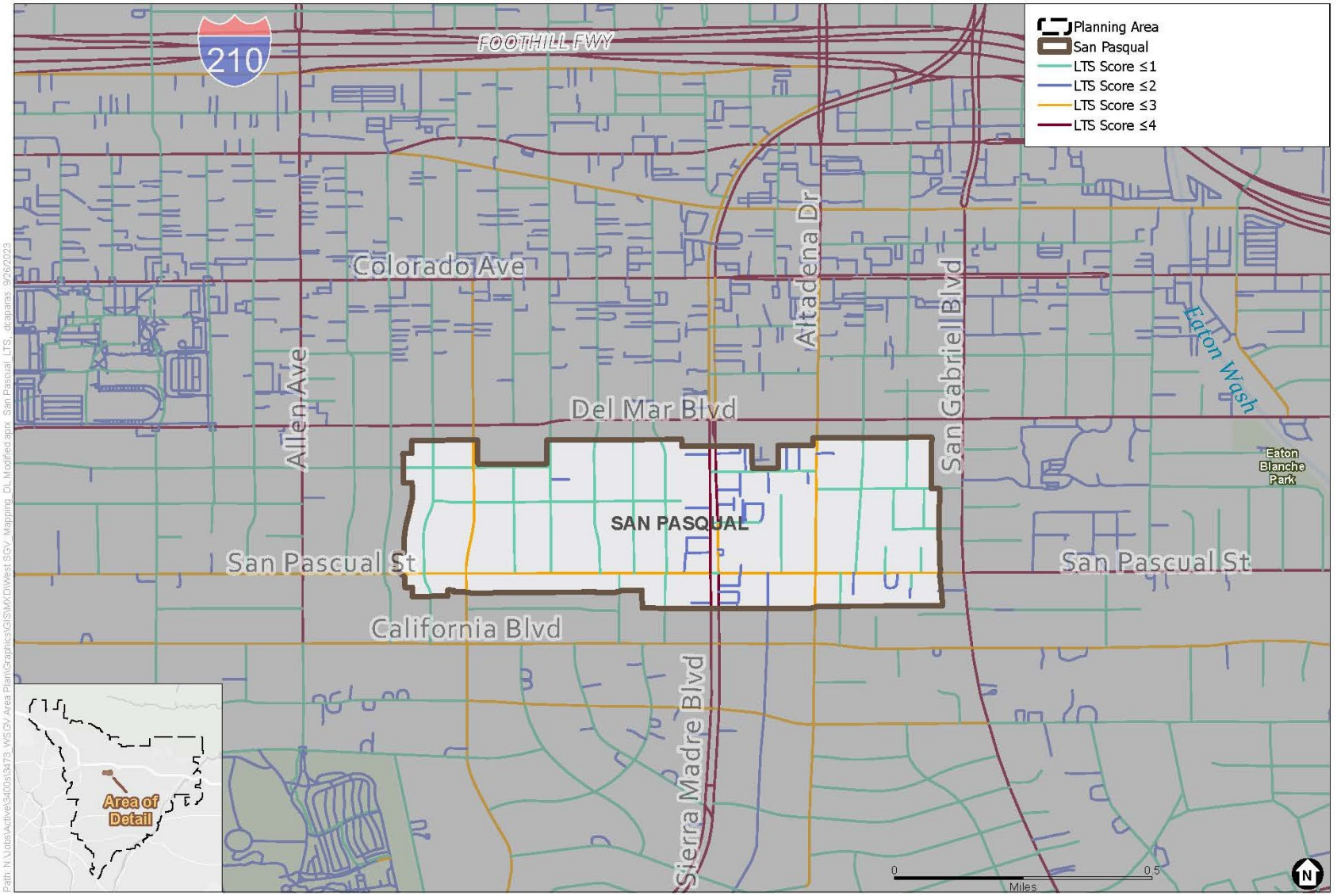
Figure 44
Bicycle Facilities in San Pasqual



SOURCES: Los Angeles County DRP; ESA; UrbanFootprint; Fehr & Peers, 2023

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Figure 45
Level of Traffic Stress in San Pasqual

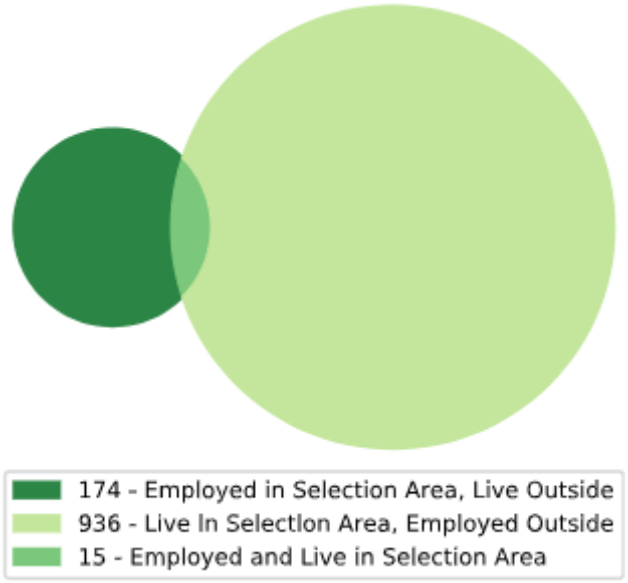


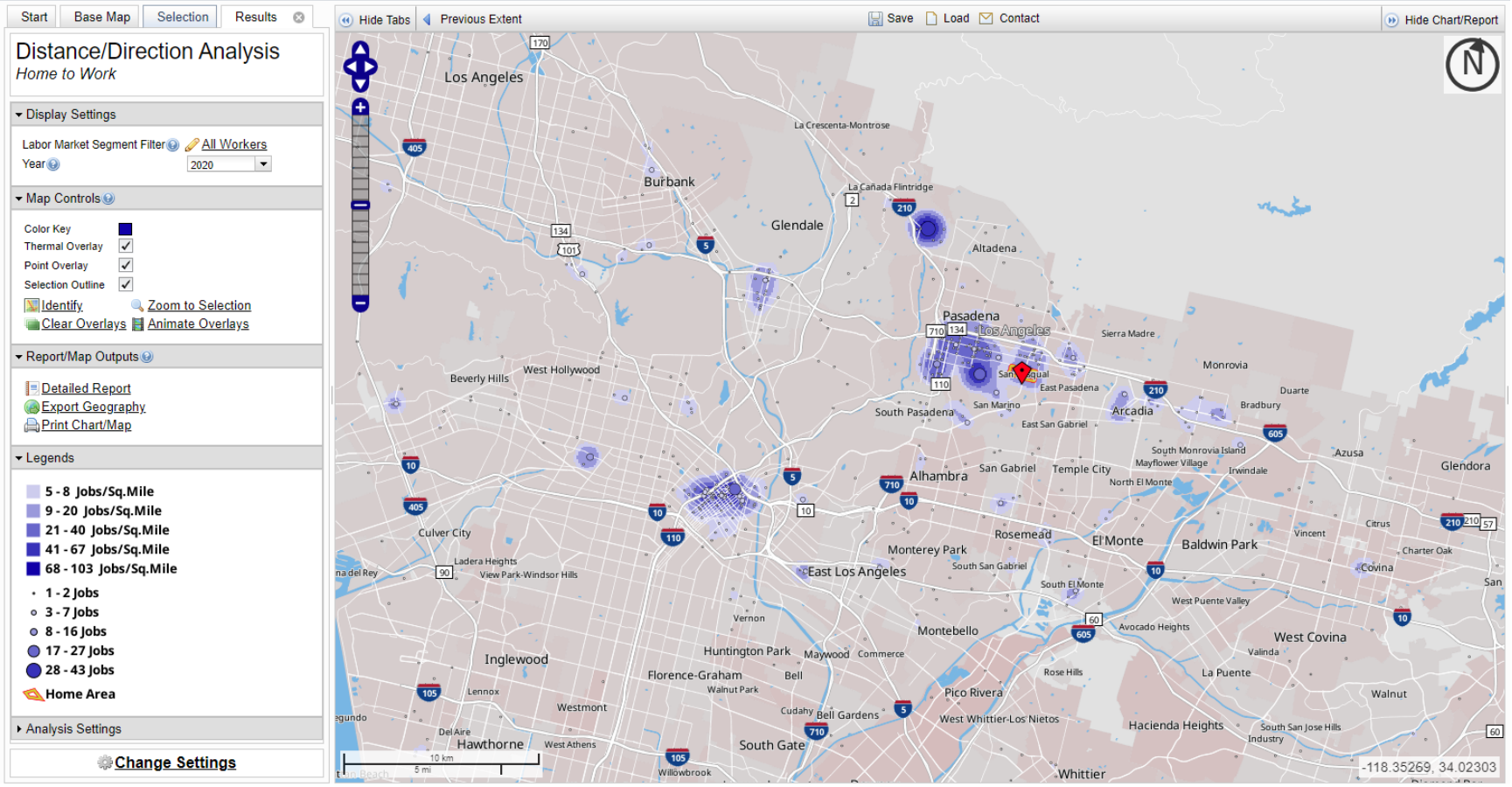
Figure 46
Inflow/Outflow Jobs Counts in San Pasqual in 2020

Table 23 shows the job distance of working population in San Pasqual, of which over 50% traveled more than 10 miles one-way to their jobs in 2020. This is smaller than the area average (59%).

TABLE 23
JOB BY DISTANCE OF SAN PASQUAL WORKING POPULATION IN SAN PASQUAL (2020)

Job Distance	Job Counts	Percentage
Less than 10 miles	452	47.50%
10 to 24 miles	339	35.60%
25 to 50 miles	86	9.00%
Greater than 50 miles	74	7.80%
Total	***951***	***100%***

Table 24 shows the commute trips mode choice of residents in San Pasqual. The majority of commuters of employment age (16 years and older) traveled by vehicles, with 88% driving alone and 2% carpooling. 3% of trips to work were taken by transit and 7% taken by walk, bike, and other modes. San Pasqual residents have higher drive-alone vehicle uses than the West SGV area on average, but fewer carpooled uses.



SOURCES: OnTheMap, U.S. Census Bureau, Center for Economic Studies, LEHD

Figure 47
Counts and Density of Work Locations for People living in San Pasqual

TABLE 24
MODE SHARE OF COMMUTE TRIPS IN SAN PASQUAL IN 2022

		San Pasqual		West SGV	
Mode Share		**Number of Commuters**	**Percentage**	**Number of Commuters**	**Percentage**
Car, truck, or van	Drive alone	734	88%	36,157	84%
	Carpooled	20	2%	3,942	9%
Transit	Bus	7	1%	621	1%
	Light rail	15	2%	330	1%
	Commuter rail	—	0%	76	0.2%
Walk		14	1.7%	749	2%
Bike, motorcycle, or other modes		46	5.5%	1,035	2%
Total		***836***	***100%***	***42,910***	***100%***

SOURCE: American Community Survey 5-Year Estimates (2022)

Key Issues and Opportunities

San Pasqual is small residential community with proximity to several highway corridors which provide accessibility to all sides of the community. Although there are no transit stops within its boundary, there are stops along Del Mar Boulevard and San Gabriel Boulevard that are within a walking distance (half-mile) to residents in the community. In general, transit service aligns with commuter travel patterns for those who work in the City of Pasadena or Downtown Los Angeles. However, there is no direct transit route to JPL although JPL is one of the major job locations for San Pasqual residents.

San Pasqual has a relatively lower collision frequency compared to other communities in the West SGV Area. Eight vehicle injury collisions (72% of community's total injury collisions) occurred along Sierra Madre Boulevard, specifically at the intersection with San Pasqual Street. Collisions occurred at this intersection once every year from 2018 to 2021 and three times in 2022. This is the major commercial corridor in the community with higher employment density and activities, which suggest options to improve safety should be explored.

San Pasqual has adequate shade coverage. San Pascual Street, Altadena Drive, and Sierra Madre Boulevard were assessed with a relatively high level of traffic stress for pedestrians. Although this community has a better sidewalk network than some others, the project team recommends working with the community to identify locations for other pedestrian amenity improvements, such as wayfinding, striping, and crosswalks, etc.

South Monrovia Islands

Introduction

South Monrovia Islands is an unincorporated community bound by Monrovia and Bradbury to the north, Duarte and Irwindale to the east, El Monte to the south, and Arcadia and Temple City to the

west. Major travel corridors include Live Oak Avenue in the east–west direction and Myrtle Avenue in north–south direction.

Existing Transportation System

Street System

The transportation system in South Monrovia Islands consists of a roadway network including major highways, secondary highways, and local streets. **Figure 48** shows the layout of street systems in South Monrovia Islands.

Major Highways

There are three major highways that run through part of South Monrovia Islands, including Santa Anita Avenue, Live Oak Avenue, and Myrtle Avenue.

Santa Anita Avenue runs north–south through South Monrovia Islands. It provides two travel lanes in each direction with a raised median strip along most of the roadway. On-street parking spaces are provided in some segments. Dedicated left-turn lanes are provided at signalized intersections and some unsignalized intersections. The posted speed limit is 40 mph.

Live Oak Avenue runs east–west though part of South Monrovia Islands. It provides two travel lanes in each direction with a center turn lane along most of the roadway. On-street parking spaces are provided in some segments. Dedicated left-turn lanes are provided at signalized intersections and some unsignalized intersections. The posted speed limit is 40 mph.

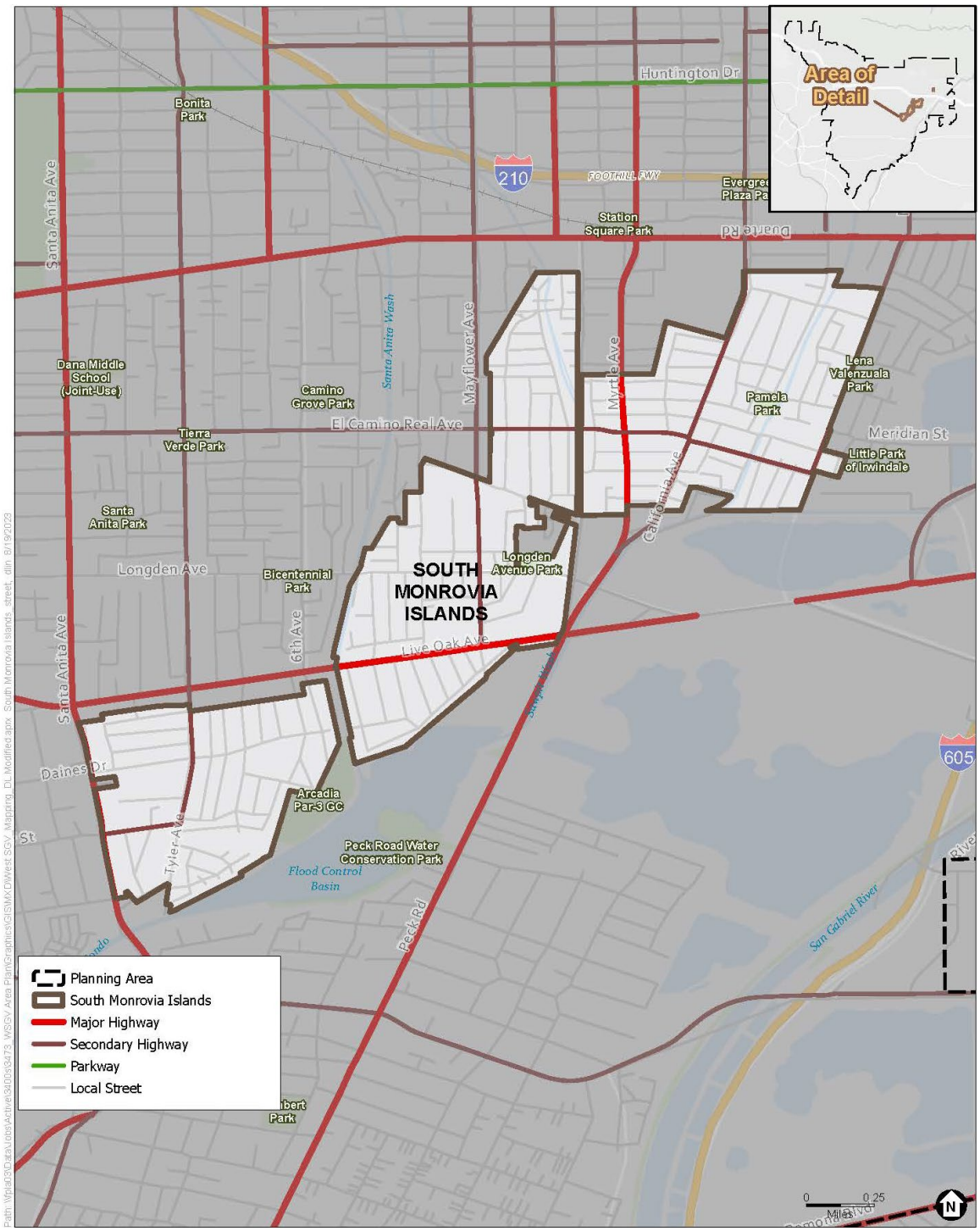
Myrtle Avenue runs north–south through part of South Monrovia Islands. It provides two travel lanes in each direction with a center turn lane along most of the roadway. On-street parking spaces are provided in some segments. Dedicated left-turn lanes are provided at signalized intersections and some unsignalized intersections. The posted speed limit is 40 mph.

Secondary Highways

There are six major highways that run through part of South Monrovia Islands, including Freer Avenue, Tyler Avenue, Mayflower Avenue, California Avenue, Mountain Avenue, and Camino Real Avenue.

Freer Avenue runs east–west through part of South Monrovia Islands, with the segment east of Santa Anita Avenue to Tyler Avenue designated as a secondary highway. It provides one travel lane in each direction with on-street parking spaces provided in some segments. The posted speed limit is 25 mph.

Tyler Avenue runs north–south through part of South Monrovia Islands, with the segment north Freer Street designated as a secondary highway. It provides one travel lane in each direction with on-street parking spaces provided in some segments. The posted speed limit is 35 mph.



SOURCES: Los Angeles County DRP; ESA; UrbanFootprint; Fehr & Peers, 2023

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Figure 48
Street System in South Monrovia Islands

Mayflower Avenue runs north–south through part of South Monrovia Islands, with the segment north Live Oak Avenue to Jeffries Avenue designated as a secondary highway. It provides one travel lane in each direction with on-street parking spaces provided in some segments. From Live Oak Avenue to Longden Avenue, it provides a bike lane in each direction. Dedicated left-turn lanes are provided at signalized intersections. Additionally, it has a dead end when traveling in the northbound direction. The posted speed limit is 25 mph.

California Avenue runs north–south through South Monrovia Islands. It provides one travel lane in each direction with on-street parking spaces provided in some segments. There are no dedicated left-turn lanes provided at intersections. The posted speed limit is 35 mph.

Mountain Avenue runs north–south through part of South Monrovia Islands, with the segment north Camino Real Street designated as a secondary highway. It provides one travel lane in each direction with a center turn lane along most of the roadway. On-street parking spaces are provided in some segments. Dedicated left-turn and right-turn lanes are provided at some unsignalized intersections. The posted speed limit is 35 mph.

Camino Real Avenue runs east–west through South Monrovia Islands with the segment east of Mayflower Avenue to Mountain Avenue designated as a secondary highway. It provides two travel lanes in each direction with on-street parking spaces provided in most segments. The posted speed limit is 35 mph.

All remaining streets not otherwise classified as highways fall under local streets.

Collision History

TIMS provides details of the motor vehicle collisions resulting in injury in the community. The data summarized below includes injury collision records spanning from January 1, 2018, through December 31, 2022. **Table 25** summarizes injury collisions within the community by involvement, including fatalities and injuries associated with the collisions. **Figure 49** and **Figure 50** show the five-year breakdown by involvement and collision locations.

TABLE 25
MOTOR VEHICLE COLLISION SUMMARY BY INVOLVEMENT IN SOUTH MONROVIA ISLANDS (2018–2022)

Collision Involved with	Number of Injury Collisions	Number of Killed or Seriously Injured (KSI)	Number of Fatalities	% of Injury Collisions compared to West SGV Area	% of KSI compared to West SGV Area	% of Fatalities compared to West SGV Area
Pedestrian	4	0	0	4%	0%	0%
Bicycle	5	2	0	7%	10%	0%
Vehicles Only	79	8	2	6%	9%	13%
Total	***88***	***10***	***2***	***6%***	***8%***	***8%***

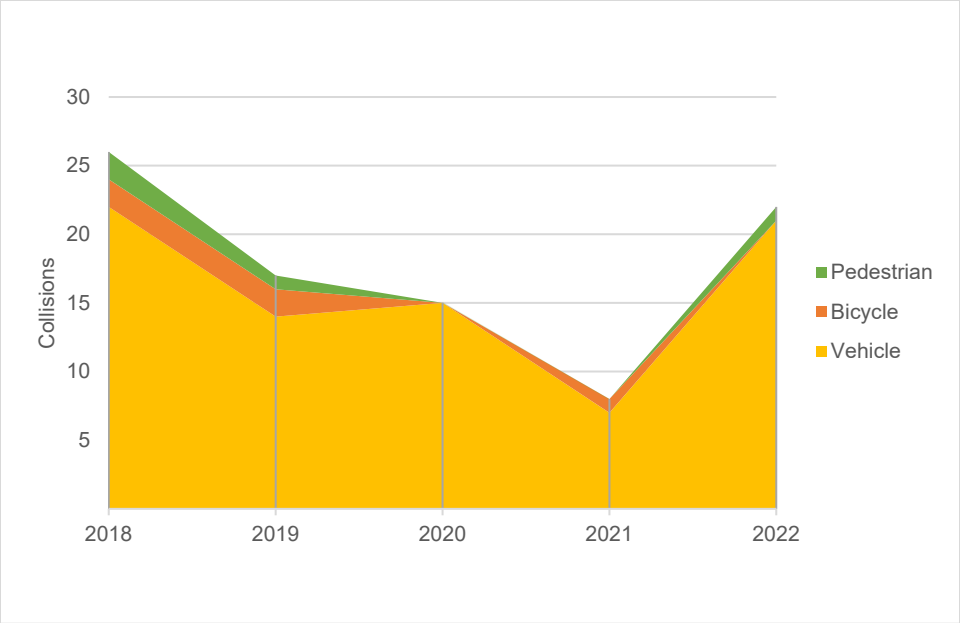


Figure 49
Five-Year Collision Summary by Involvement in South Monrovia Islands

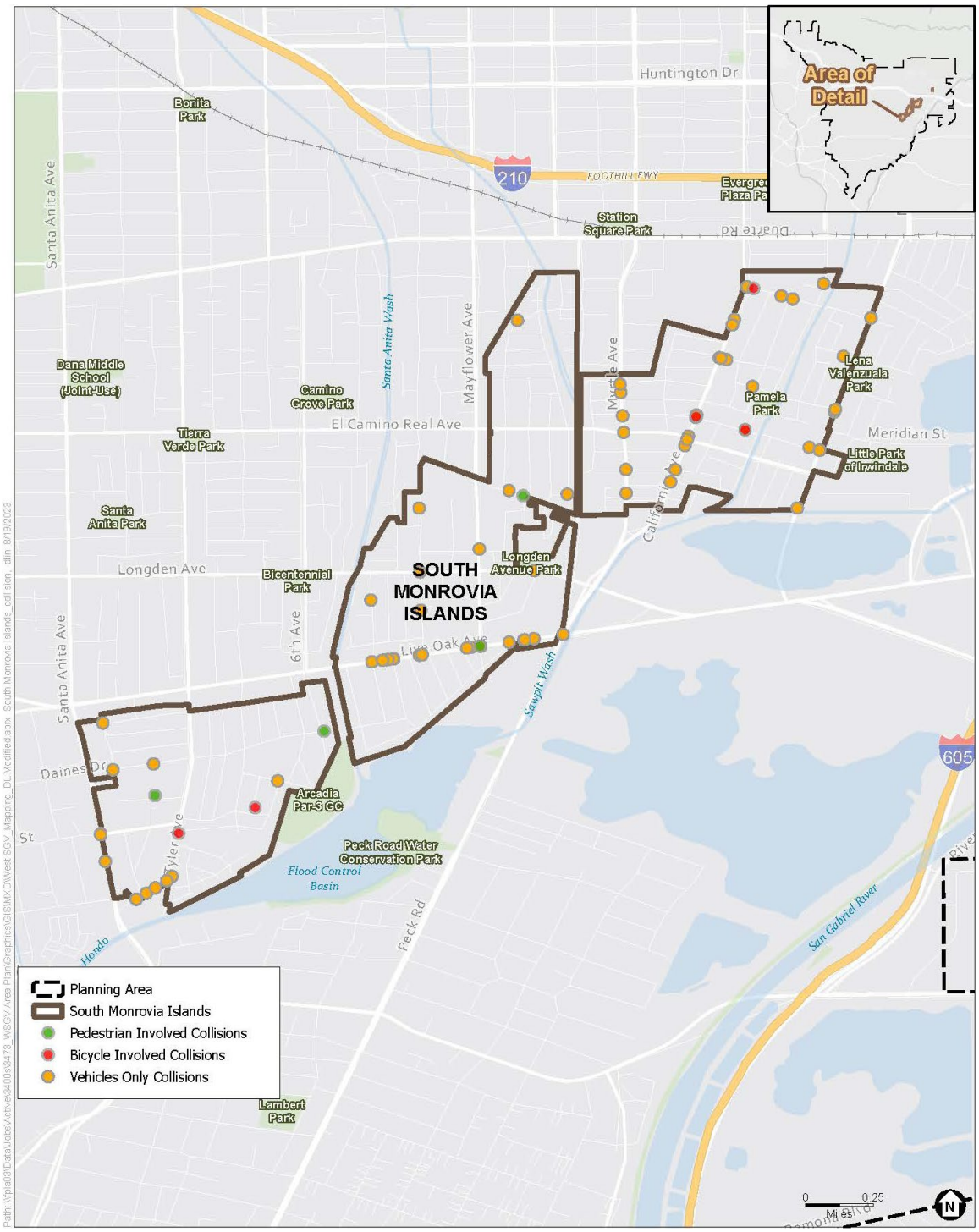
Table 26 summarizes injury collisions by crash type. Of the 88 reported collisions during this time frame, broadside (38%) and rear-end (19%) collisions were the most frequent crash types in the community.

TABLE 26
CRASH TYPE FREQUENCY IN SOUTH MONROVIA ISLANDS (2018–2022)

Crash Type	Number of Injury Collisions	Percentage
Head-On	8	9%
Sideswipe	15	17%
Rear End	17	19%
Broadside	33[a]	38%
Hit Object	10	11%
Overturned	0	0%
Vehicle/Pedestrian	3	3%
Other	2	2%
Not Stated	0	0%
Total	***88***	***100%***

a. 15 of 33 broadside collisions were due to drivers not yielding after left turn or U-turn.

Figure 51 displays the frequency of injury collisions by mode for different times of day. Generally, collisions mostly occurred during overnight and evening peak hours, bicycle-involved collisions and pedestrian-involved collisions occurred most frequently during the evening peak hours.



SOURCES: Los Angeles County DRP; ESA; UrbanFootprint; Fehr & Peers, 2023

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Figure 50
Five-Year Collision Map in South Monrovia Islands

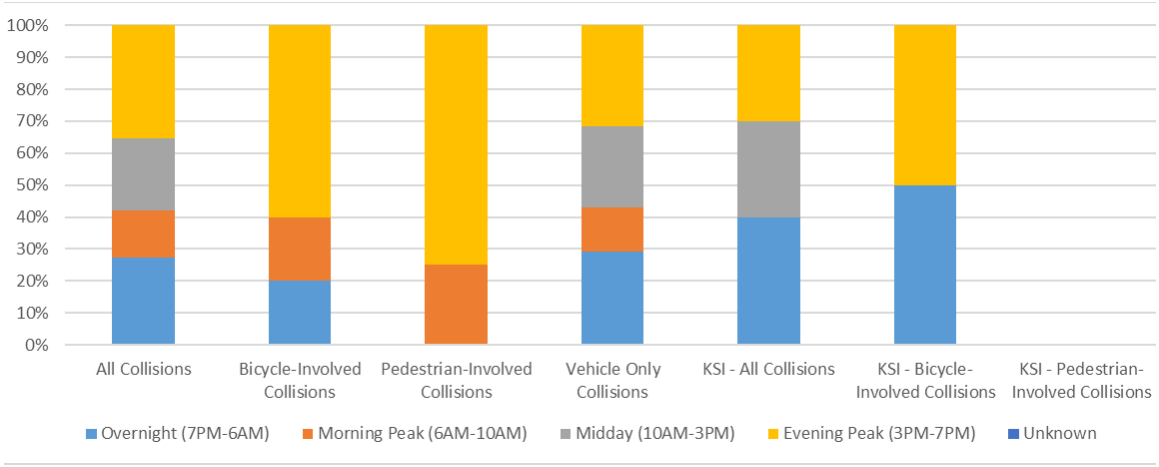


Figure 51
Collision by Time of Day in South Monrovia Islands (2018–2022)

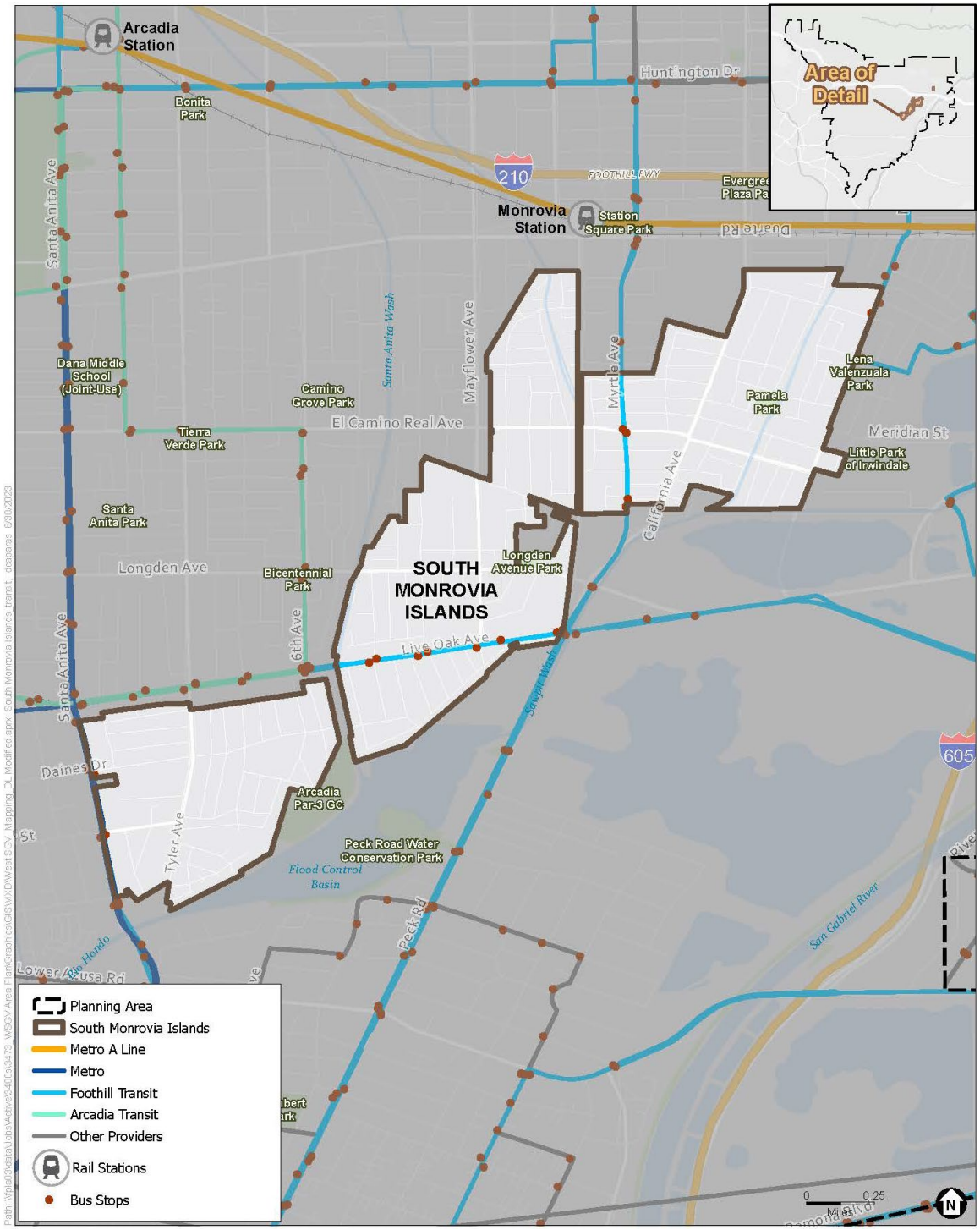
Public Transportation System

South Monrovia Islands is served by two different transit providers: Metro and Foothill Transit. Metro A Line Monrovia Station is located within a quarter mile from the north edge of the community. The Monrovia Station is qualified as an existing major transit stop as defined in Section 21064.3 of the California Public Resources Code. Therefore, this area is qualified for parking reductions under AB 2097.[13] Metro Line 287 connects to El Monte Station which provides connections to Downtown Los Angeles via the Metro J Line. Foothill Transit Line also provides connections to El Monte Station via Line 270 and 492. **Table 27** and **Figure 52** display operational information for transit lines serving South Monrovia Islands.

TABLE 27
EXISTING TRANSIT SERVICE IN SOUTH MONROVIA ISLANDS

Transit Route	Operator	Service Type	Service From	Weekday Peak Hours Headways (AM/PM)
Metro A Line	Metro	Rail	Azusa – Long Beach	10 minutes
287	Metro	Local	El Monte Station – Arcadia Station via Santa Anita Avenue	40 minutes
270	Foothill Transit	Local	Arcadia Station – Monrovia – El Monte Station via Peck Road	60 minutes
492	Foothill Transit	Local	Montclair – Arcadia – El Monte via Arrow Highway	30 minutes
860	Foothill Transit	Local	Mountain Vista Plaza – Huntington Drive – Royal Oaks	60 minutes
861	Foothill Transit	Local	Mountain Vista Plaza – Huntington Drive – Royal Oaks	60 minutes

[13] Assembly Bill No. 2097, Residential, commercial, or other development types: parking requirements. Accessed 9/25/2023: https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202120220AB2097.



SOURCES: Los Angeles County DRP; ESA; UrbanFootprint; Fehr & Peers, 2023

West San Gabriel Valley Area Plan

Figure 52
Existing Transit System in South Monrovia Islands

Bicycle Facilities

The existing Rio Hondo Bike Path (Class I) starts from Live Oak Avenue and runs through South Monrovia Islands to the Peck Road Water Conservation Park. It then continues running southward and connects to the San Gabriel River Bike Path and Los Angeles River Bike Path. **Figure 53** displays the bicycle network in South Monrovia Islands.

Pedestrian Facilities

South Monrovia Islands have a below-average tree canopy as compared to the County as a whole. Most areas across the community have 15%–20% shade coverage, but this drops to as low as 13% in the furthest south areas of the South Monrovia Islands. In particular, areas around the Peck Road Water Conservation Park have some of the lowest shade coverage.

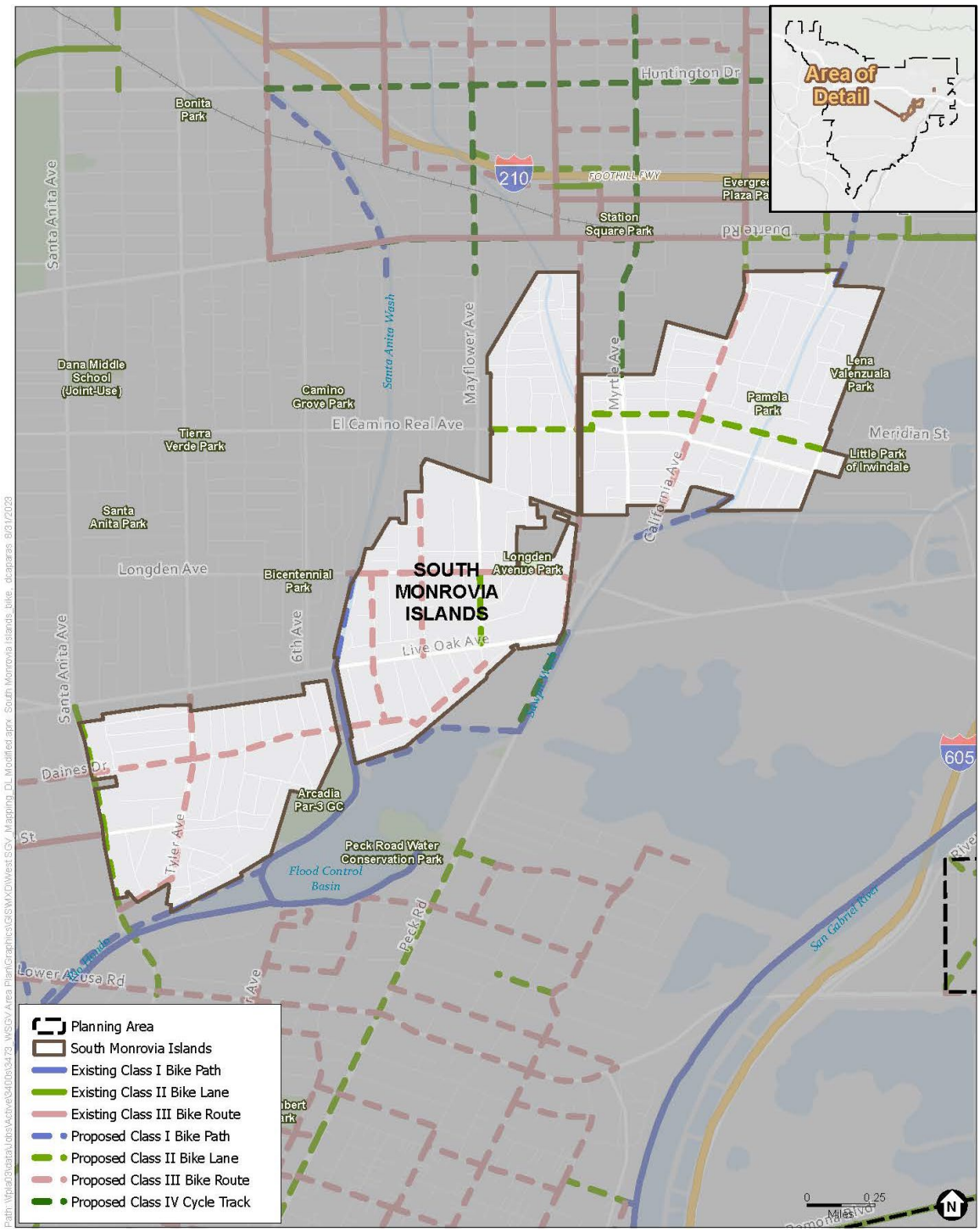
Several roadways in the South Monrovia Islands scored high in terms of their LTS (**Figure 54**). Roadways that scored particularly high (with scores greater than or equal to three) include Myrtle Avenue, California Avenue, El Camino Real Avenue, Longden Avenue, and Live Oak Avenue. This is consistent with the Los Angeles County Vision Zero collision concentration corridors, which highlights a section of Live Oak Avenue as a priority safety improvement corridor. In addition, some residential areas and community resources do not have continuous sidewalks or sufficient pedestrian amenities.

Travel Patterns and Mode Share

In 2020, South Monrovia Islands had a total of 2,929 working population and 342 employees. **Figure 55** shows the inflow/outflow job counts for the community. 303 individuals were employed in South Monrovia Islands but resided outside, accounting for 88.6% of the community's workforce. 2,890 South Monrovia Islands residents worked outside the community, accounting for 98.7% of the total working population. Employment locations are clustered in Downtown Los Angeles, City of Duarte, and City of Pasadena areas (**Figure 56**). 39 individuals were employed and lived in South Monrovia Islands, accounting for 1.3% of the total working population and 11.4% of employees.

Table 28 shows the job distance of working population in South Monrovia Islands, of which 59% traveled more than 10 miles one-way to their jobs in 2020. This is similar to the West SGV Area average.

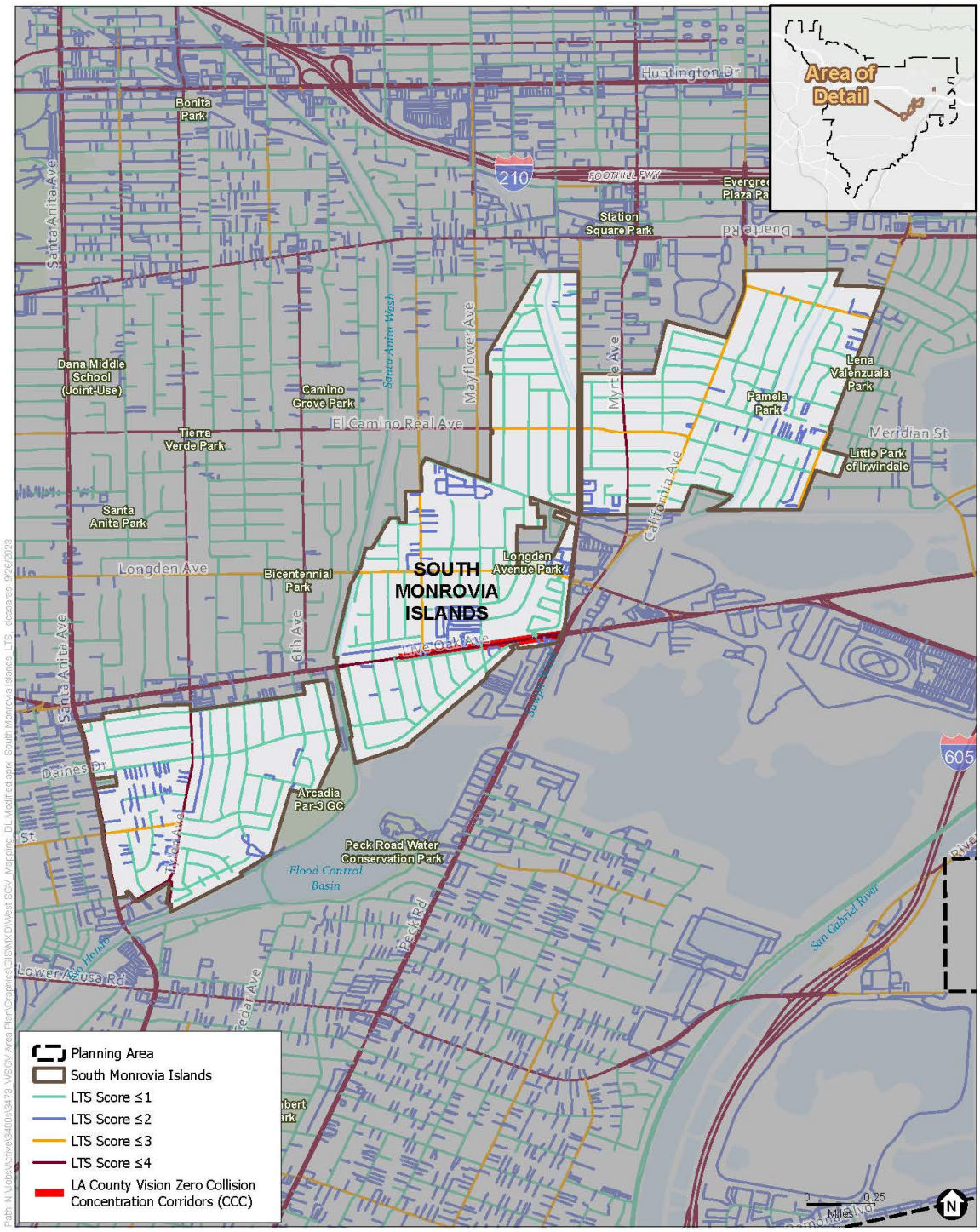
Table 29 shows the commute trips mode choice of residents in South Monrovia Islands. The majority of commuters of employment age (16 years and older) traveled by vehicles, with 74% driving alone and 19% carpooling. 3% of trips to work were taken by transit and 5% taken by walk, bike, and other modes.



SOURCES: Los Angeles County DRP; ESA; UrbanFootprint; Fehr & Peers, 2023

West San Gabriel Valley Area Plan

Figure 53
Bicycle Facilities in South Monrovia Islands



SOURCES: Los Angeles County DRP; ESA; UrbanFootprint; Fehr & Peers, 2023

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Figure 54
Level of Traffic Stress in South Monrovia Islands

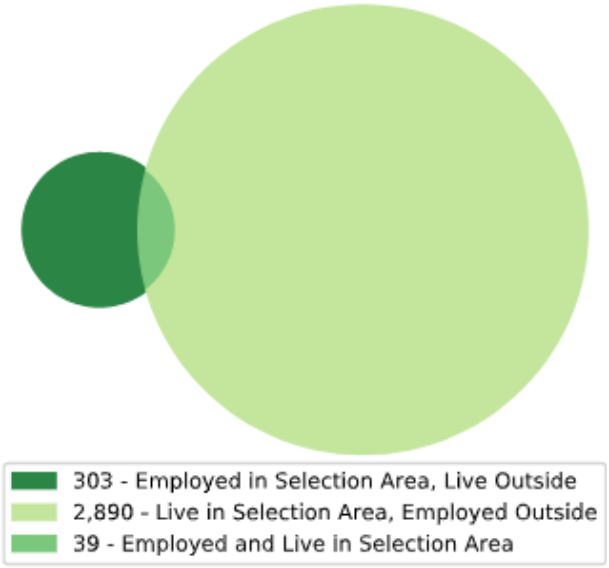


Figure 55
Inflow/Outflow Jobs Counts in South Monrovia Islands in 2020

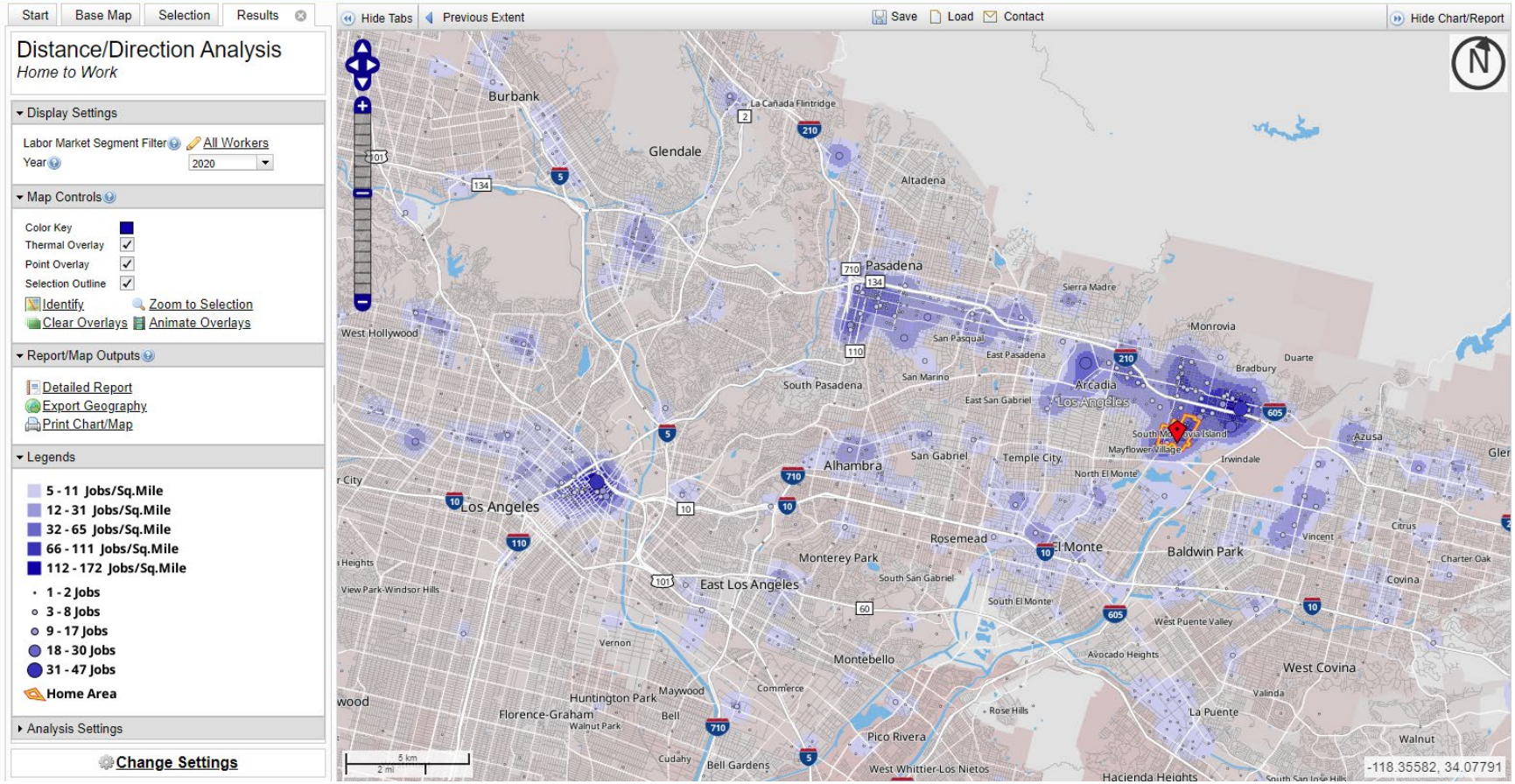
TABLE 28
JOB BY DISTANCE OF WORKING POPULATION IN SOUTH MONROVIA ISLANDS (2020)

Job Distance	Job Counts	Percentage
Less than 10 miles	1,189	40.60%
10 to 24 miles	1,023	34.90%
25 to 50 miles	492	16.80%
Greater than 50 miles	225	7.70%
Total	***2,929***	***100%***

TABLE 29
MODE SHARE OF COMMUTERS IN SOUTH MONROVIA ISLANDS IN 2022

		South Monrovia Islands		West SGV	
Mode Share		**Number of Commuters**	**Percentage**	**Number of Commuters**	**Percentage**
Car, truck, or van	Drive alone	2,220	74%	36,157	84%
	Carpooled	558	19%	3,942	9%
Transit	Bus	28	1%	621	1%
	Light rail	23	1%	330	1%
	Commuter rail	26	1%	76	0.2%
Walk		40	1%	749	2%
Bike, motorcycle, or other modes		110	4%	1,035	2%
Total		***3,005***	***100%***	***42,910***	***100%***

SOURCE: American Community Survey 5-Year Estimates (2022)



SOURCES: OnTheMap, U.S. Census Bureau, Center for Economic Studies, LEHD

Figure 56
Counts and Density of Work Locations for People living in South Monrovia Islands

Key Issues and Opportunities

South Monrovia Islands is well-served by the existing transit system with proximity to Metro A Line Monrovia Station. In addition, there are intra city transit stops along its major corridors. Existing transit stops are within one half mile walking distance for all of the area.

There are very limited bicycle facilities in the community, except for the Rio Hondo Bike Path. The County has proposed bicycle facilities along several streets, such as California Avenue and Longden Avenue, to close and limit existing gaps. Additionally, clusters of collisions were identified along California Avenue, which require further evaluation.

South Monrovia Islands have a below-average tree canopy as compared to the County as a whole, especially in areas around the Peck Road Water Conservation Park. Some residential areas and community resources do not have continuous sidewalks or sufficient pedestrian amenities. The project team recommends working with the community to identify locations for improvements.

South San Gabriel

Introduction

South San Gabriel is an unincorporated community bound by Rosemead to the north and east, Montebello to the south, and Monterey Park to the west. The community is well-served by the existing highway system. Major travel corridors include Potrero Grade Drive, Paramount Boulevard, San Gabriel Boulevard, and Del Mar Avenue.

Existing Transportation System

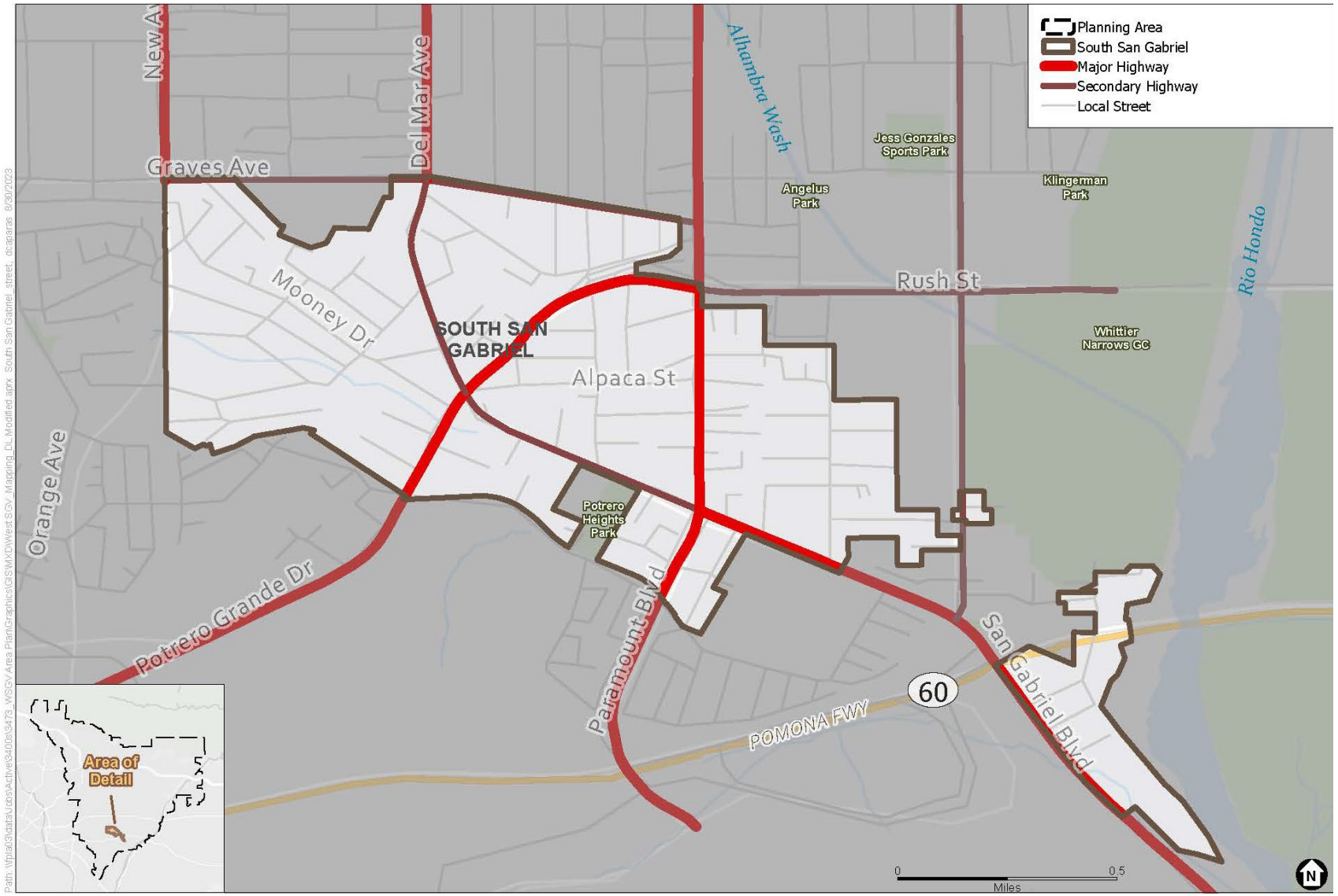
Street System

The transportation system in South San Gabriel consists of a roadway network including major highways, secondary highways, and local streets. **Figure 57** shows the layout of street systems in South San Gabriel.

Major Highways

There are three major highways that run through part of South San Gabriel, including Potrero Grande Drive, San Gabriel Boulevard, and Paramount Boulevard.

Potrero Grande Drive runs east–west through South San Gabriel. It provides two travel lanes in each direction with a raised median island along most of the roadway. On-street parking spaces are provided in some segments. Dedicated left-turn lanes are provided at signalized intersections and some unsignalized intersections. The posted speed limit is 40 mph.



SOURCES: Los Angeles County DRP; ESA; UrbanFootprint; Fehr & Peers, 2023

West San Gabriel Valley Area Plan

Figure 57
Street System in South San Gabriel

San Gabriel Boulevard runs north–south north of Hill Drive and it runs east–west east of Hill Drive through South San Gabriel. It provides two travel lanes in each direction with a raised median island along most of the roadway. On-street parking spaces are provided in some segments. Dedicated left-turn lanes are provided at signalized intersections and some unsignalized intersections. The posted speed limit is 40 mph.

Paramount Boulevard runs north–south through South San Gabriel. It provides two travel lanes in each direction with a raised median island along most of the roadway. On-street parking spaces are provided in some segments. Dedicated left-turn lanes are provided at signalized intersections and some unsignalized intersections. The posted speed limit is 40 mph.

Secondary Highways

There are three secondary highways that run through part of South San Gabriel, including Graves Avenue, Del Mar Avenue, and Hill Drive.

Graves Avenue runs east–west through South San Gabriel. From New Avenue to Del Mar Avenue, it provides one travel lane in each direction with a center turn lane. From Del Mar Avenue to San Gabriel Boulevard, it provides two travel lanes in each direction with a solid double yellow line along the middle of the roadway. On-street parking spaces are provided in some segments. Dedicated left-turn lanes are provided at signalized intersections and some unsignalized intersections. The posted speed limit is 35 mph.

Del Mar Avenue runs north–south through part of South San Gabriel, with the segment south of Graves Ave to north Potrero Grande Drive designated as a secondary highway. It provides two travel lanes in each direction with a solid double yellow line along most of the roadway. On-street parking spaces are provided in some segments. Dedicated left-turn lanes are provided at signalized intersections. The posted speed limit is 40 mph.

Hill Drive runs east–west through part of South San Gabriel, with the segment east of Potrero Grande Drive designated as a secondary highway. It provides two travel lanes in each direction with a solid double yellow line along most of the roadway. On-street parking spaces are provided in some segments. Dedicated left-turn lanes are provided at signalized intersections and some unsignalized intersections. The posted speed limit is 40 mph.

All remaining streets not otherwise classified as highways fall under local streets.

Collision History

TIMS provides details of the motor vehicle collisions resulting in injury in the community. The data summarized below includes injury collision records spanning from January 1, 2018, through December 31, 2022. **Table 30** summarizes injury collisions within the community by involvement, including fatalities and injuries associated with the collisions. **Figure 58** and **Figure 59** show the five-year breakdown by involvement and collision locations.

TABLE 30
MOTOR VEHICLE COLLISION SUMMARY BY INVOLVEMENT IN SOUTH SAN GABRIEL (2018–2022)

Collision Involved with	Number of Injury Collisions	Number of Killed or Seriously Injured (KSI)	Number of Fatalities	% of Injury Collisions compared to West SGV Area	% of KSI compared to West SGV Area	% of Fatalities compared to West SGV Area
Pedestrian	7	3	1	8%	15%	25%
Bicycle	2	0	0	3%	0%	0%
Vehicles Only	103	3	2	8%	3%	13%
Total	***111***	***6***	***3***	***8%***	***5%***	***12%***

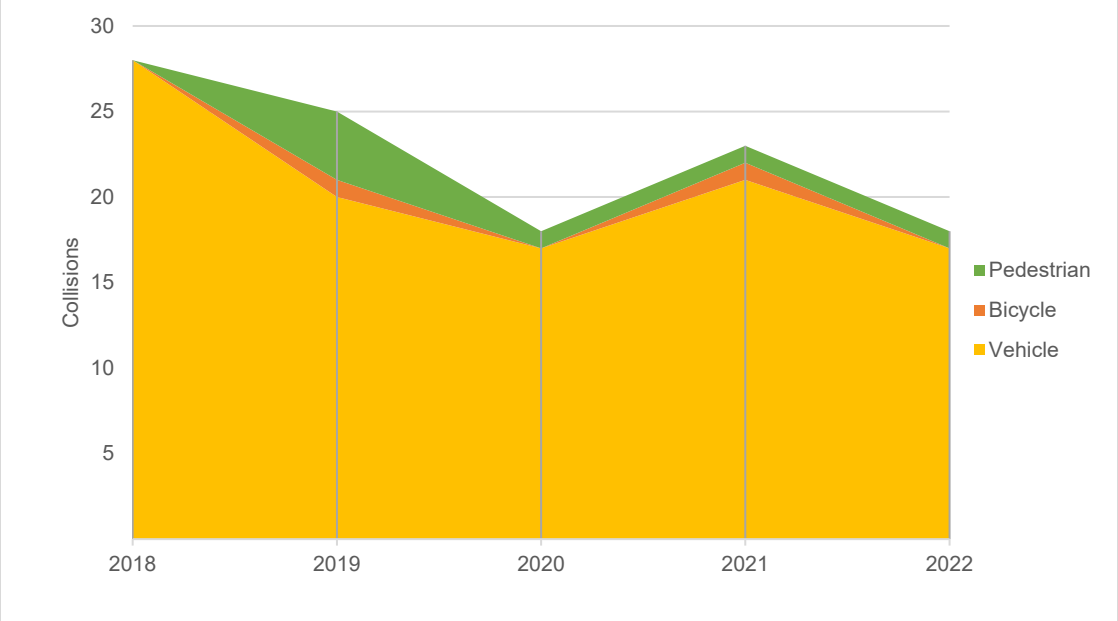
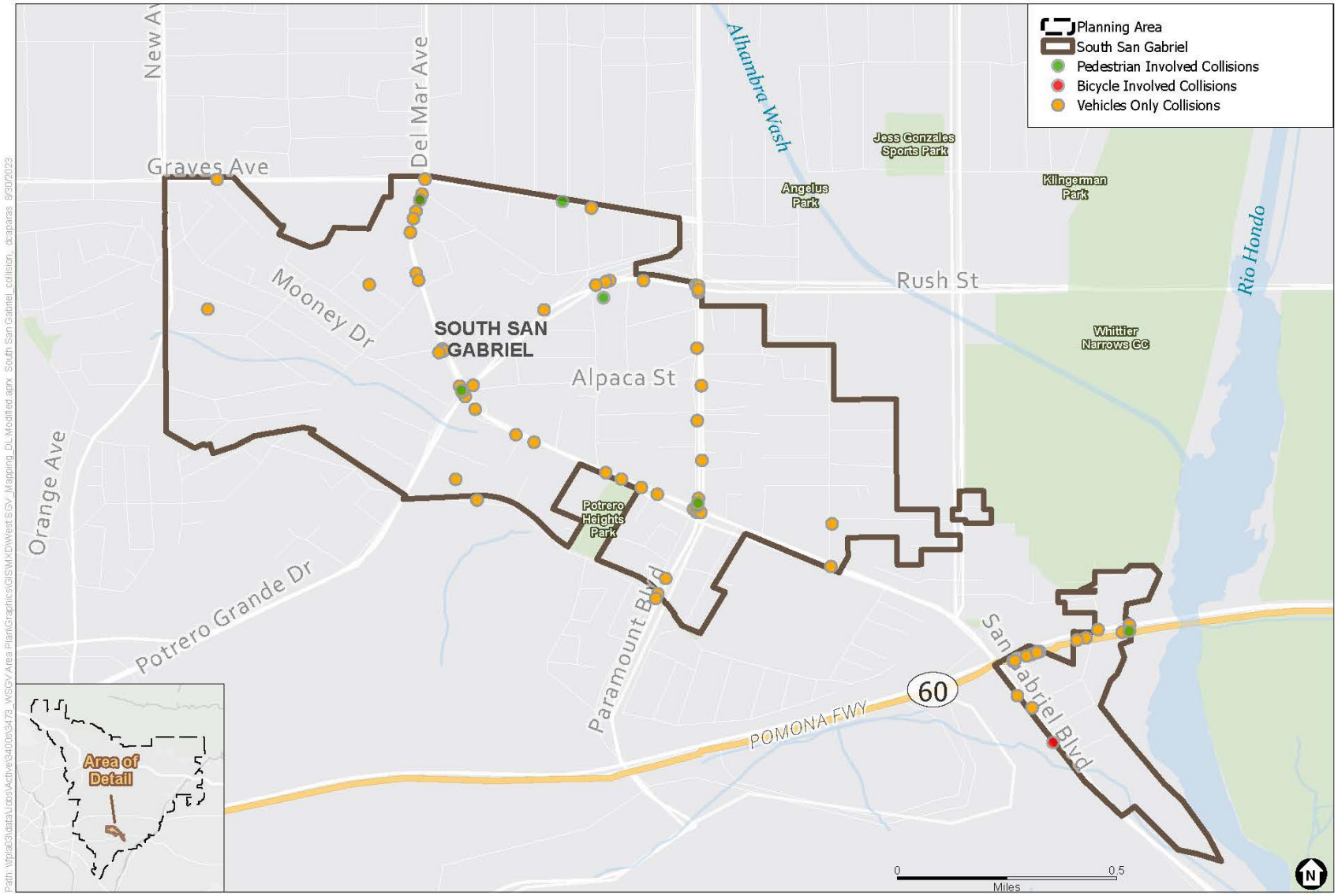


Figure 58
Five-Year Collision Summary by Involvement in South San Gabriel

Table 31 summarizes injury collisions by crash type. Of the 111 reported collisions during this time frame, broadside (39%) and rear-end (29%) collisions were the most frequent crash types in the community.

Figure 60 displays the frequency of injury collisions by mode for different times of day. Generally, most collisions and pedestrian-involved collisions occurred during the overnight and evening peak hours, bicycle-involved collisions occurred equally during the morning and evening peak hours. Pedestrian-involved collisions mostly occurred during overnight and evening peak hours.



SOURCES: Los Angeles County DRP; ESA; UrbanFootprint; Fehr & Peers, 2023

West San Gabriel Valley Area Plan

Figure 59
Five-Year Collision Map in South San Gabriel

TABLE 31
CRASH TYPE FREQUENCY IN SOUTH SAN GABRIEL (2018–2022)

Crash Type	Number of Injury Collisions	Percentage
Head-On	3	3%
Sideswipe	11	10%
Rear End	32	29%
Broadside	43[a]	39%
Hit Object	15	14%
Overturned	0	0%
Vehicle/Pedestrian	5	5%
Other	2	2%
Not Stated	0	0%
Total	***111***	***100%***

a. 29 of 43 broadside collisions were due to drivers not yielding after left turn or U-turn.

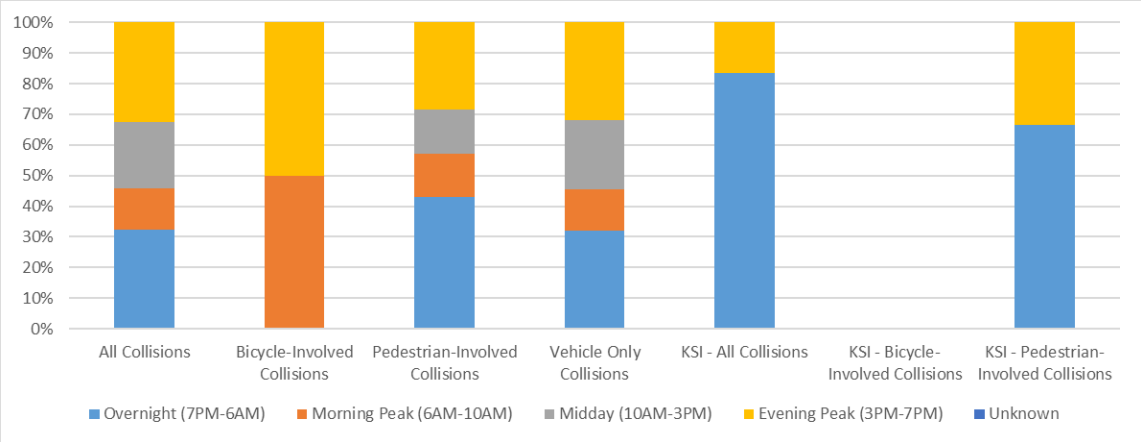


Figure 60
Collision by Time of Day in South San Gabriel (2018–2022)

Public Transportation System

South San Gabriel is served by three different transit providers: Metro, Montebello Bus Lines, and Rosemead Explorer. Metro Line 287 is a local bus that connects to El Monte Station which provides connections to Downtown Los Angeles via the Metro J Line. It also provides connection to the Metro A Line Arcadia Station. Montebello Line 20 is a local bus that connects the community to San Gabriel and Montebello. **Table 32** and **Figure 61** display operational information for transit lines serving South San Gabriel.

TABLE 32
EXISTING TRANSIT SERVICE IN SOUTH SAN GABRIEL

Transit Route	Operator	Service Type	Service From	Weekday Peak Hours Headways (AM/PM)
287	Metro	Local	El Monte Station – Arcadia Station via Santa Anita Avenue	40 minutes
20	Montebello Bus	Local	San Gabriel - Montebello	45 minutes
70	Montebello Bus	Local	Mines/Greenwood – the Shops at Montebello	40 minutes/45 minutes
1/2	Rosemead Explorer	Local	Rosemead Place – Montebello Town Center	60 minutes

Bicycle Facilities

There is no existing bicycle network within South San Gabriel. Los Angeles County has proposed a Class II bike lane through the community along Del Mar Avenue. **Figure 62** displays the proposed bicycle network in South San Gabriel.

Pedestrian Facilities

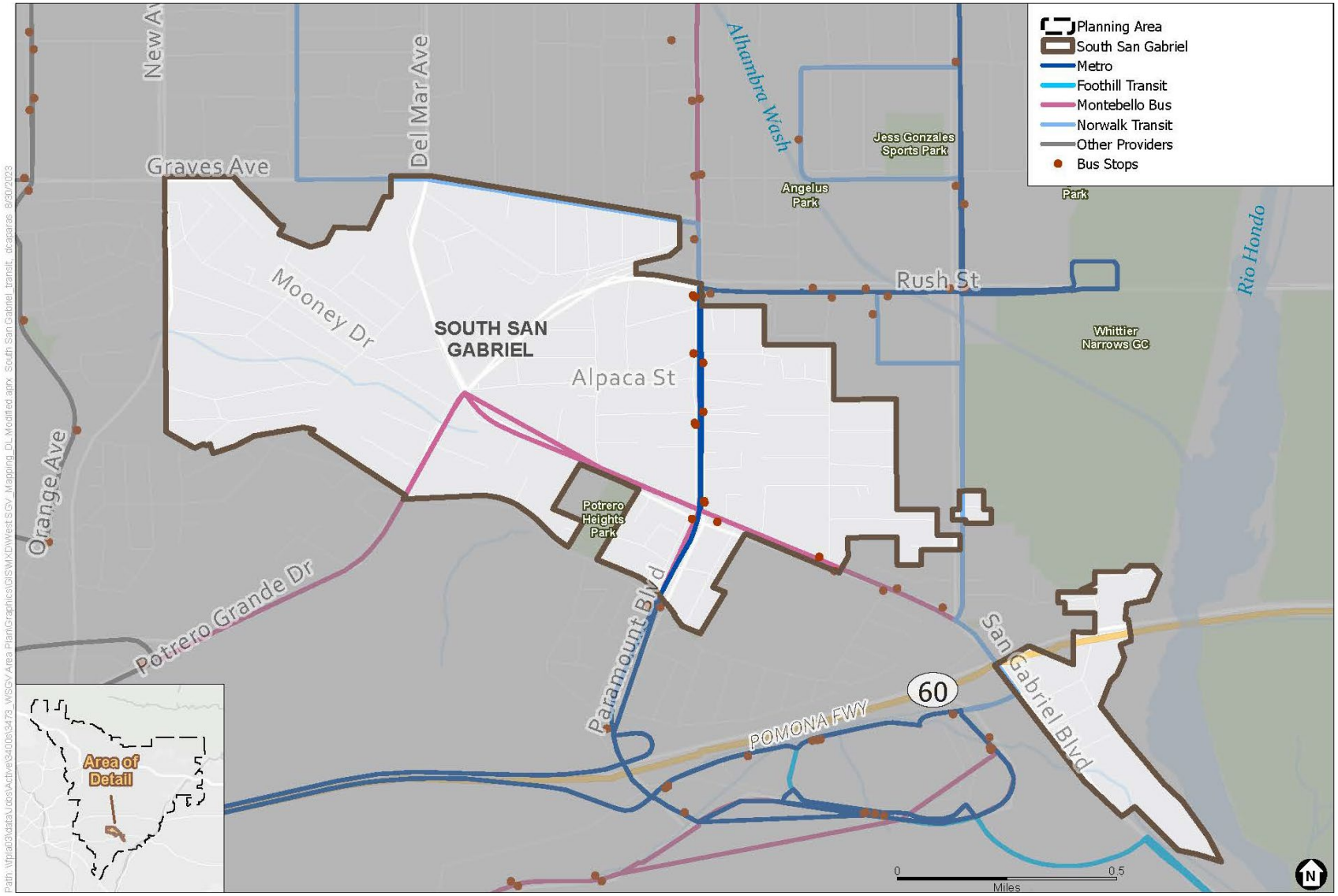
South San Gabriel average shade coverage is similar to the County as a whole. Approximately 18% of the community is included within the tree canopy. Shade coverage is roughly spread equally across the community, although there is slightly less tree canopy coverage east of Del Mar Avenue and Potrero Grande Drive.

As shown in **Figure 63**, two major arterials, Potrero Grande Drive and Paramount Boulevard, scored a four in terms of their LTS. This is consistent with the Los Angeles County Vision Zero collision concentration corridors, which highlight a section of Paramount Boulevard as a priority safety improvement corridor. There are continuous sidewalks along this corridor, but no crosswalk exists at all intersections. In addition, some residential streets do not have sidewalks and sufficient pedestrian amenities.

Travel Patterns and Mode Share

In 2020, South San Gabriel had a total of 3,073 working population and 868 employees. **Figure 64** shows the inflow/outflow job counts for the community. 797 individuals were employed in South San Gabriel but resided outside, accounting for 91.8% of the community's workforce. 3,002 South San Gabriel residents worked outside the city, accounting for 97.7% of the total working population. Employment locations are clustered in the surrounding area and Downtown Los Angeles (**Figure 65**). 71 individuals were employed and lived in South San Gabriel, accounting for 2.3% of the total working population and 8.2% of employees.

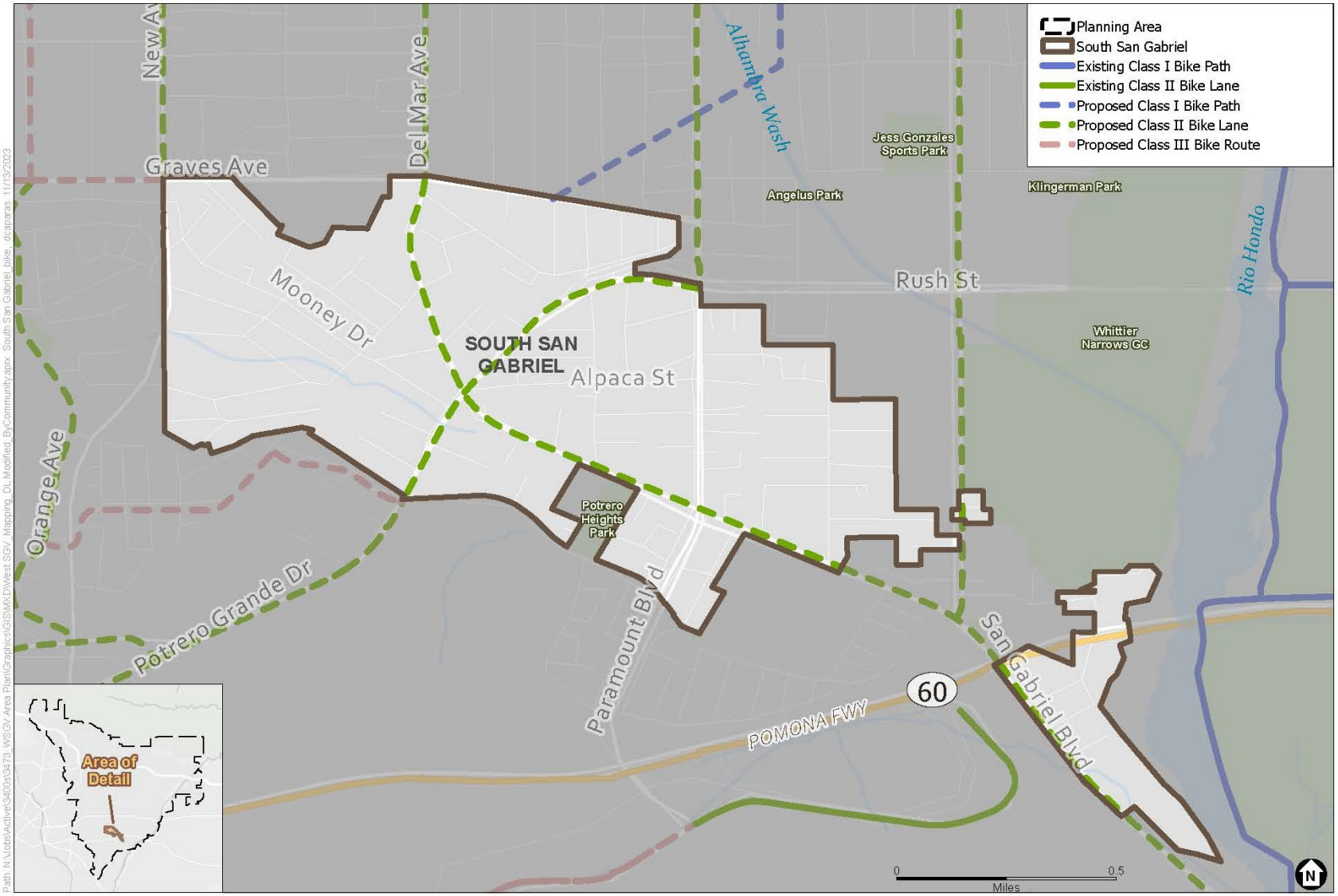
Table 33 shows the job distance of working population in South San Gabriel, of which approximately 45% traveled more than 10 miles one-way to their jobs in 2020. This is lower on average (59%) than the West SGV Area.



SOURCES: Los Angeles County DRP; ESA; UrbanFootprint; Fehr & Peers, 2023

West San Gabriel Valley Area Plan

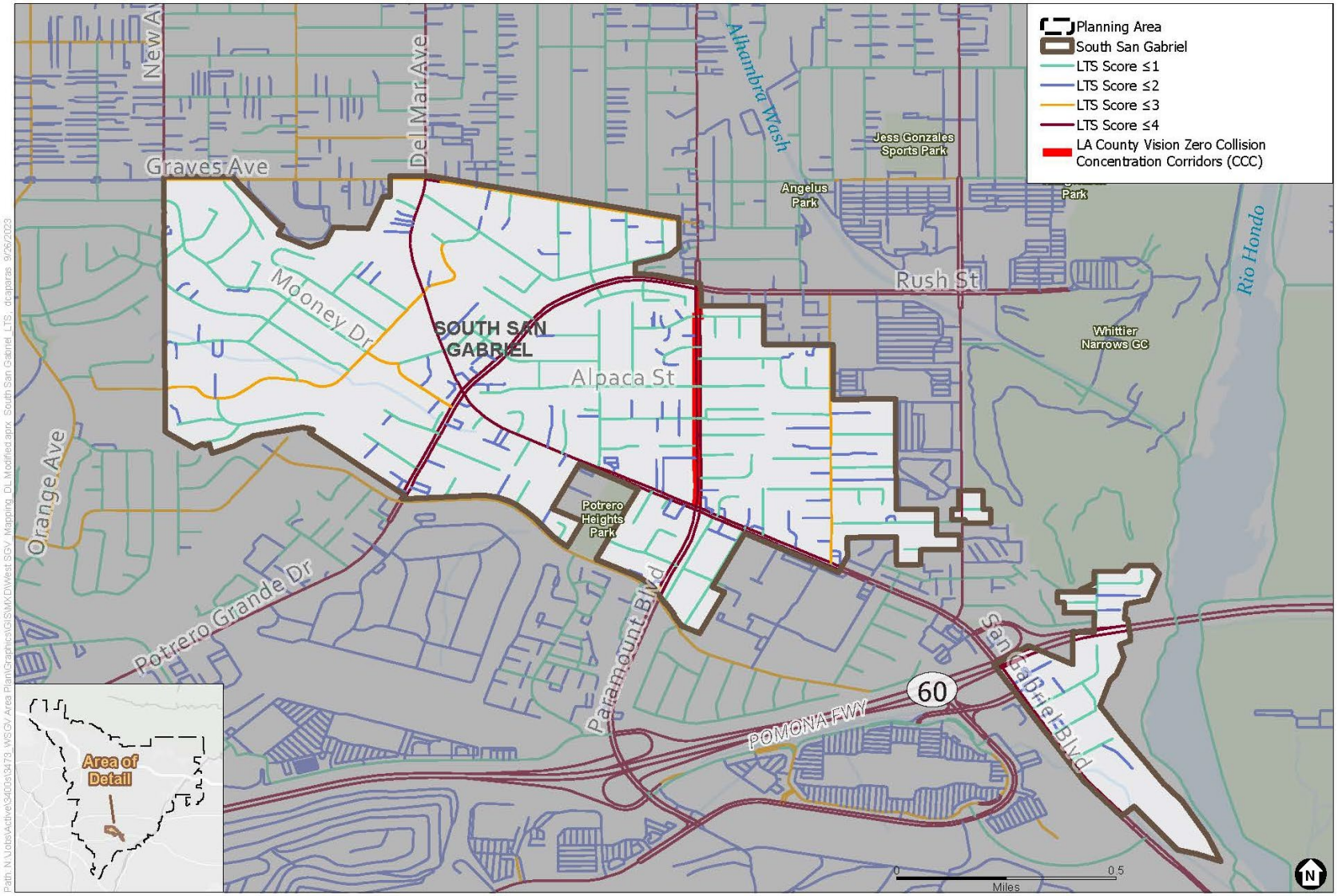
Figure 61
Existing Transit System in South San Gabriel



SOURCES: Los Angeles County DRP; ESA; UrbanFootprint; Fehr & Peers, 2023

West San Gabriel Valley Area Plan

Figure 62
Bicycle Facilities in South San Gabriel



SOURCES: Los Angeles County DRP; ESA; UrbanFootprint; Fehr & Peers, 2023

West San Gabriel Valley Area Plan

Figure 63
Level of Traffic Stress in South San Gabriel

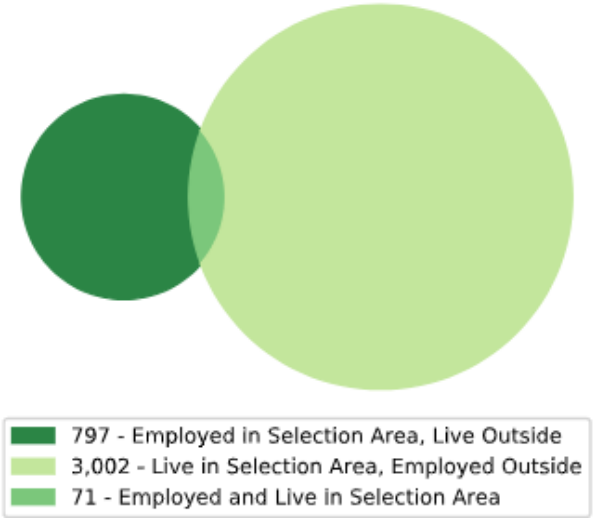
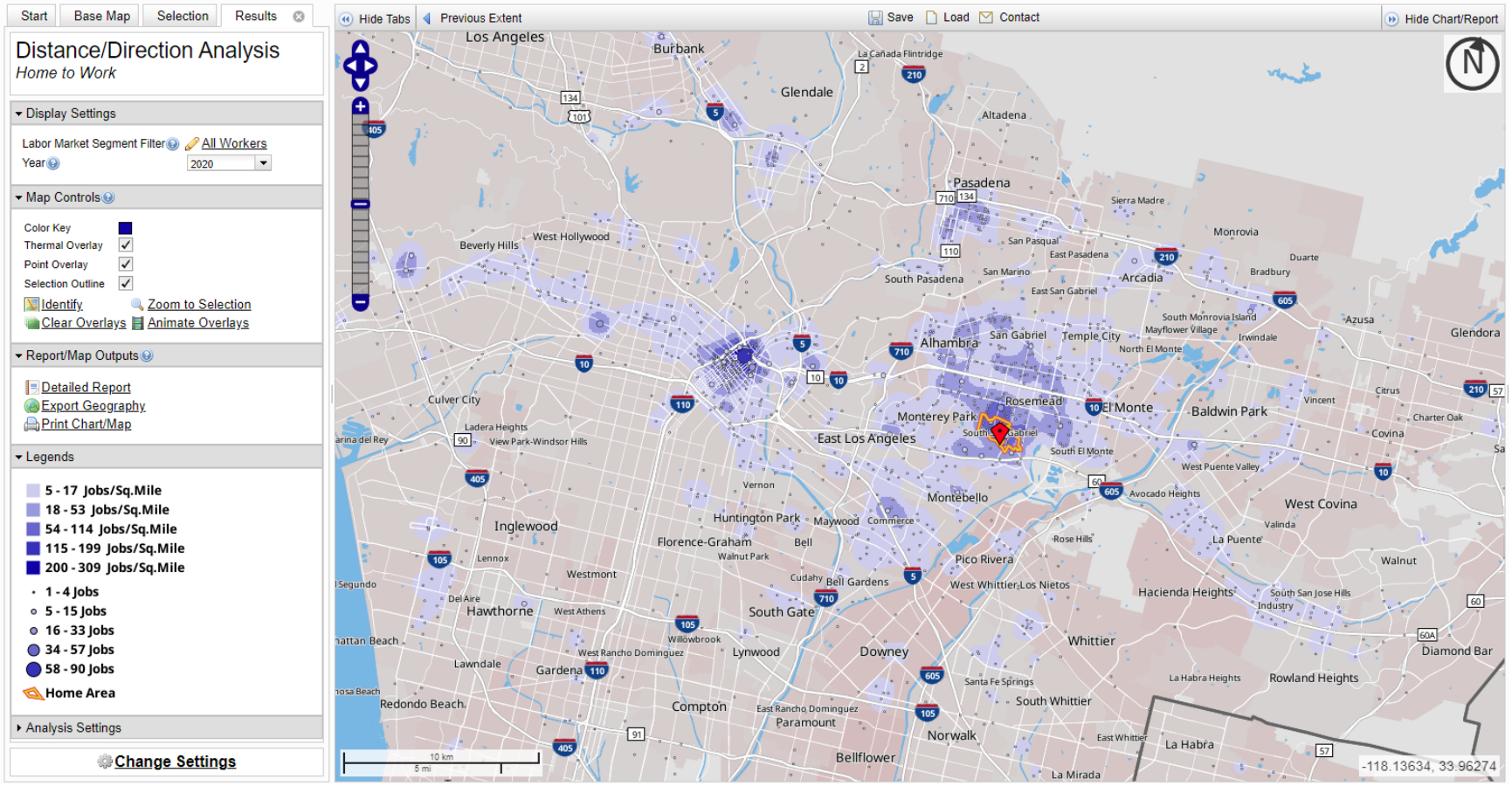


Figure 64
Inflow/Outflow Jobs Counts in South San Gabriel in 2020

TABLE 33
JOB BY DISTANCE OF WORKING POPULATION IN SOUTH SAN GABRIEL (2020)

Job Distance	Job Counts	Percentage
Less than 10 miles	1,699	55.30%
10 to 24 miles	937	30.50%
25 to 50 miles	258	8.40%
Greater than 50 miles	179	5.80%
Total	***3,073***	***100%***



SOURCES: OnTheMap, U.S. Census Bureau, Center for Economic Studies, LEHD

Figure 65
Counts and Density of Work Locations for People living in South San Gabriel

Table 34 shows the commute trip mode choice of residents in South San Gabriel. The majority of commuters of employment age (16 years and older) traveled by vehicles, with 87% driving alone and 10% carpooling. Only 1% of trips to work were taken by transit and nearly 3% taken by walk, bike, and other modes. This mode share pattern is similar to the overall West SGV area.

TABLE 34
MODE SHARE OF COMMUTE TRIPS IN SOUTH SAN GABRIEL IN 2022

		South San Gabriel		West SGV	
Mode Share		**Total Daily Trips**	**Percentage**	**Total Daily Trips**	**Percentage**
Car, truck, or van	Drive alone	2,839	87%	36,157	84%
	Carpooled	334	10%	3,942	9%
Transit	Bus	25	1%	621	1%
	Light rail	—	0%	330	1%
	Commuter rail	—	0%	76	0.2%
Walk		59	2%	749	2%
Bike, motorcycle, or other modes		6	0.2%	1,035	2%
Total		***3,263***	***100%***	***42,910***	***100%***

SOURCE: American Community Survey 5-Year Estimates (2022)

Key Issues and Opportunities

South San Gabriel are well-served by the existing street system, but there is a gap in transit service in neighborhoods west of Del Mar Avenue. Extending existing transit service to these neighborhoods should be considered. In addition, transit service does not align with commuter travel patterns for those who work in Downtown Los Angeles which is a job center. This might explain the reason why vehicle mode share in South San Gabriel is higher than West SGV on average, while its transit mode share is the second lowest in all unincorporated communities in West SGV. Further collaboration with transit operators is needed for service improvements.

There are currently no existing bicycle facilities in the community. The Proposed Class II bike lane along Del Mar Avenue- Hill Drive- San Gabriel Boulevard will help. However, since collision hotspots were found along this corridor, street safety concerns must be considered when designing new bike facilities.

South San Gabriel has average shade coverage compared to the County as a whole, but there is slightly less tree canopy coverage east of Del Mar Avenue and Potrero Grande Drive. Paramount Boulevard between Rush Street to Del Mar Avenue was identified as a collision concentration corridor in the Los Angeles County Vision Zero Program. This corridor was also assessed as having a high level of traffic stress. Although there are continuous sidewalks on both sides of the street, there are no crosswalks at intersections, or sufficient sidewalk width where other street facilities exist (such as power poles or tree wells). The project team recommends working with the community to identify locations for improvements.

Whittier Narrows

Introduction

Whittier Narrows is an unincorporated community bound by Rosemead to the north, South El Monte and Avocado Heights to the east, Pico Rivera and Industry to the south, and Montebello to the west. It is well-served by several major corridors, including the Pomona Freeway (SR-60), San Gabriel River Freeway (I-605), Rosemead Boulevard, and San Gabriel Boulevard.

Existing Transportation System

Street System

The transportation system in Whittier Narrows consists of a roadway network including freeway, major and secondary highways, and local streets. Pomona Freeway (SR-60) and San Gabriel River Freeway (I-605) provide regional freeway access to the community. Pomona Freeway runs east–west through Whittier Narrows, while San Gabriel River Freeway runs northeast to southwest through the southeast edge of the community. **Figure 66** shows the layout of street systems in Whittier Narrows.

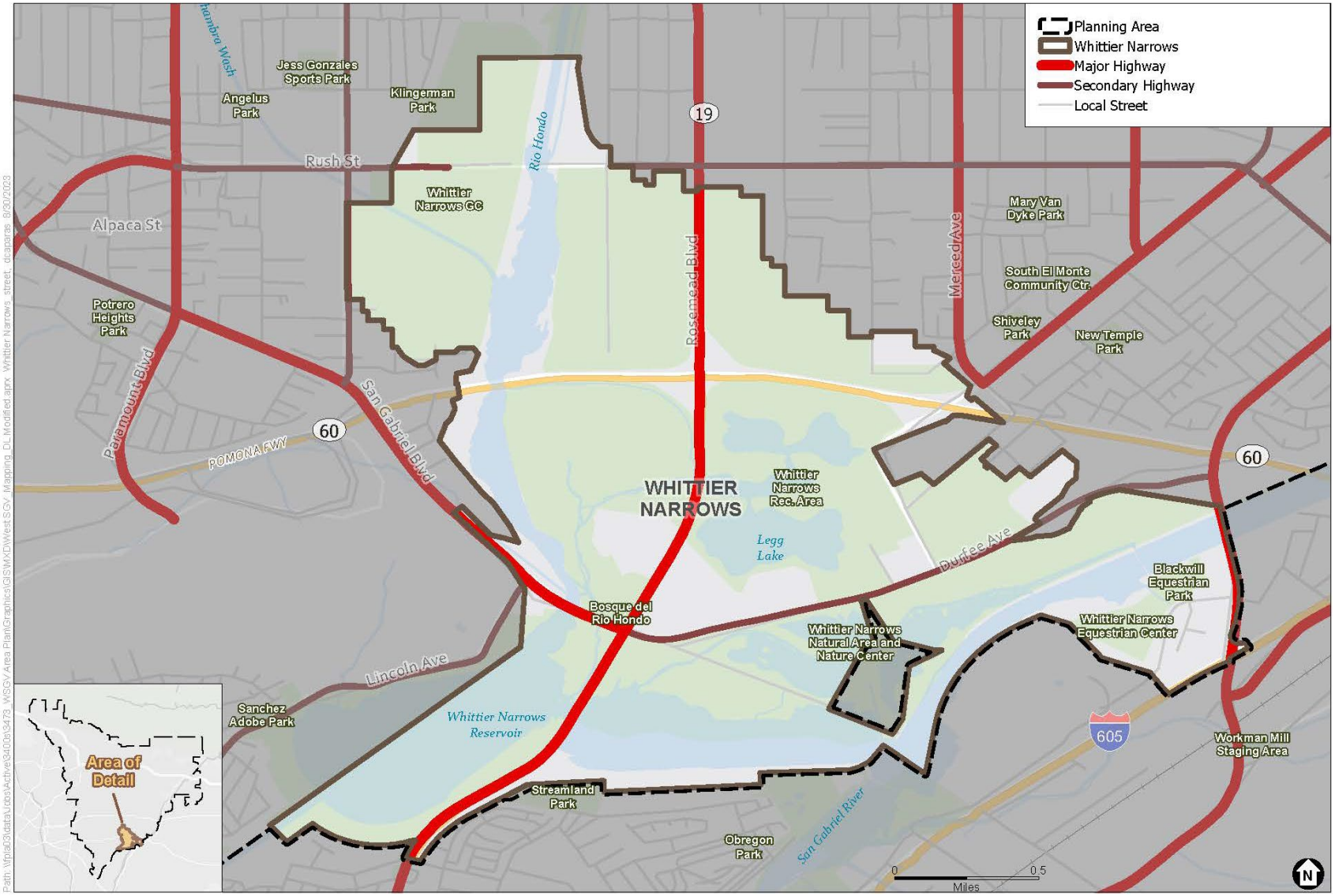
Major Highways

There are three major highways that run through part of Whittier Narrows including Rosemead Boulevard, Peck Road, and San Gabriel Boulevard.

Rosemead Boulevard runs north–south through Whittier Narrows. Rosemead Boulevard is part of State Route 19, which is currently maintained by Caltrans, but the portions in the unincorporated communities are in the process of being relinquished to the Los Angeles County. Rosemead Boulevard provides two travel lanes in each direction with a raised median island along most of the roadway. On-street parking spaces are provided in some segments near residential areas. Dedicated left-turn lanes are provided at signalized intersections and some unsignalized intersections. The posted speed limit is 50 mph.

Peck Road runs north–south through Whittier Narrows. It provides two travel lanes in each direction with a combination of raised median islands and highway dividers along most of the roadway. No on-street parking spaces are provided. Dedicated left-turn lanes are provided at signalized intersections and some unsignalized intersections. The posted speed limit is 40 mph.

San Gabriel Boulevard runs east–west through part of Whittier Narrows, with the segment west of Rosemead Boulevard designated as a major highway. It provides two travel lanes in each direction with a raised median island along most of the roadway. No on-street parking spaces are provided. Dedicated left-turn lanes and right-turn lanes are provided at signalized intersections and some unsignalized intersections. The posted speed limit is 50 mph.



SOURCES: Los Angeles County DRP; ESA; UrbanFootprint; Fehr & Peers, 2023

West San Gabriel Valley Area Plan

Figure 66
Street System in Whittier Narrows

Secondary Highways

There are four secondary highways that run through part of Whittier Narrows including Lincoln Avenue, Durfee Ave, Rush Street, and Walnut Grove Avenue.

Lincoln Avenue runs north–south through part of Whittier Narrows, with the segment south of San Gabriel Boulevard designated as a secondary highway. It provides one travel lane in each direction with a solid double yellow line along the middle of the roadway. No on-street parking spaces are provided. Dedicated left-turn lanes are provided at signalized intersections and some unsignalized intersections. The posted speed limit is 35 mph.

Durfee Ave runs east–west through part of Whittier Narrows, with the segment east Rosemead Boulevard designated as a secondary highway. It provides one travel lane in each direction with a solid double yellow line along the middle of the roadway. No on-street parking spaces are provided. Dedicated left-turn lanes are provided at signalized intersections and some unsignalized intersections. The posted speed limit is 40 mph.

Rush Street runs east–west through Whittier Narrows. It provides one travel lane in each direction with a solid double yellow line along most of the roadway. No on-street parking spaces are provided. Dedicated left-turn lanes are provided at signalized intersections and some unsignalized intersections. The posted speed limit is 30 mph.

Walnut Grove Avenue runs north–south through Whittier Narrows. It provides two travel lanes in each direction with a center turn lane along most of the roadway. No on-street parking spaces are provided. Dedicated left-turn lanes are provided at signalized intersections and some unsignalized intersections. The posted speed limit is 45 mph.

All remaining streets not otherwise classified as highways fall under local streets.

Collision History

TIMS provides details of the motor vehicle collisions resulting in injury in the community. The data summarized below includes injury collision records spanning from January 1, 2018, through December 31, 2022. **Table 35** summarizes injury collisions within the community by involvement, including fatalities and injuries associated with the collisions. The number of fatalities in pedestrian-involved collisions are higher than other communities in the area. **Figure 67** and **Figure 68** show the five-year breakdown by involvement and collision locations.

TABLE 35
MOTOR VEHICLE COLLISION SUMMARY BY INVOLVEMENT IN WHITTIER NARROWS (2018–2022)

Collision Involved with	Number of Injury Collisions	Number of Killed or Seriously Injured (KSI)	Number of Fatalities	% of Injury Collisions compared to West SGV Area	% of KSI compared to West SGV Area	% of Fatalities compared to West SGV Area
Bicycle	5	1	1	6%	5%	25%
Pedestrian	12	10	5	18%	50%	100%
Vehicles Only	295	25	6	23%	27%	38%
Total	***312***	***36***	***12***	***23%***	***32%***	***57%***

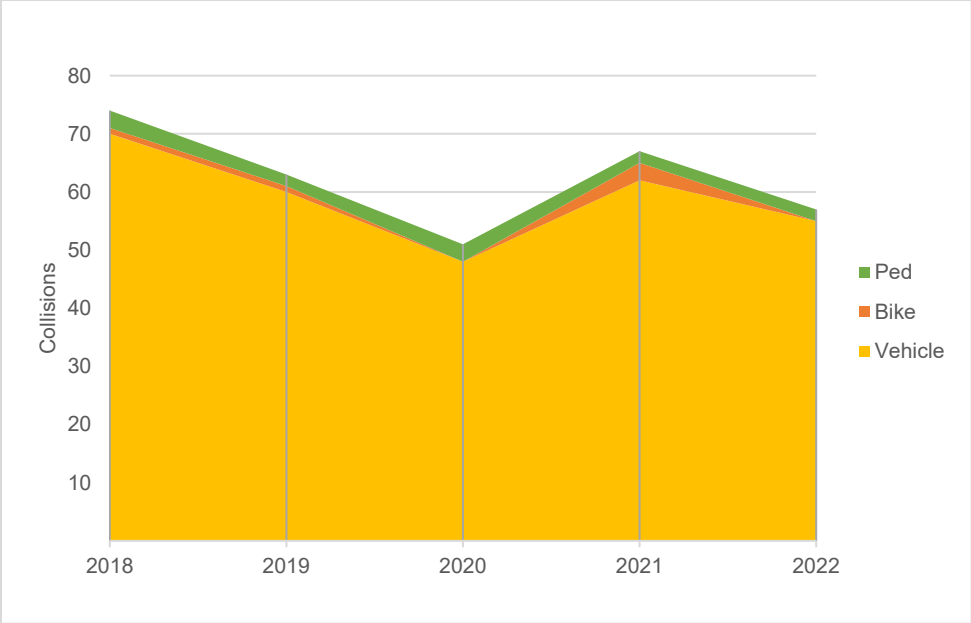


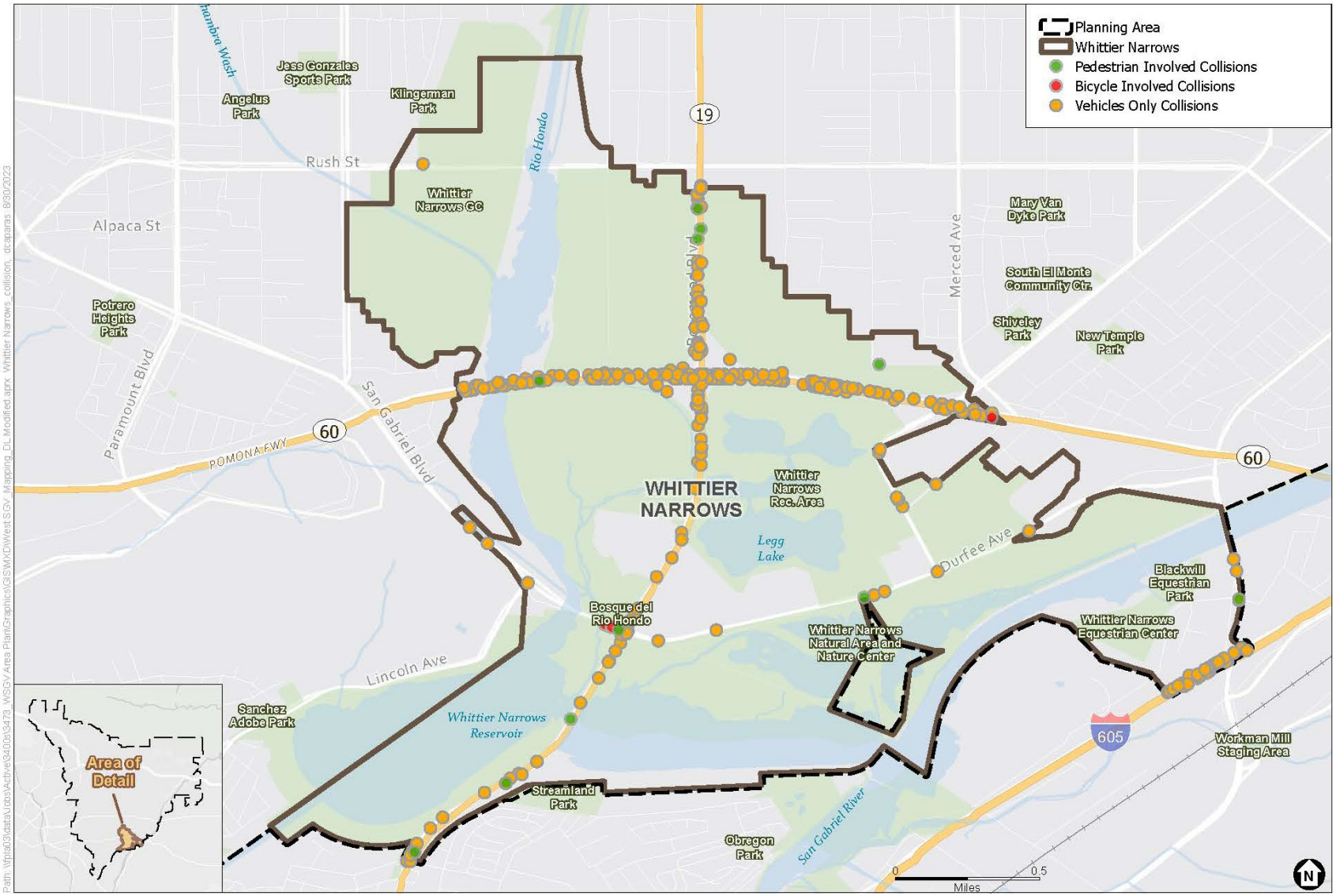
Figure 67
Five-Year Collision Summary by Involvement in Whittier Narrows

Table 36 summarizes injury collisions by crash type. Of the 312 reported collisions during this time frame, rear-end (50%) collisions were the most frequent crash types in the community.

TABLE 36
CRASH TYPE FREQUENCY IN WHITTIER NARROWS (2018–2022)

Crash Type	Number of Injury Collisions	Percentage
Head-On	10	3%
Sideswipe	37	12%
Rear End	156	50%
Broadside	36[a]	12%
Hit Object	48	15%
Overturned	15	5%
Vehicle/Pedestrian	10	3%
Other	0	0%
Not Stated	0	0%
Total	***312***	***100%***

a. 14 of 36 broadside collisions were due to drivers not yielding after left turn or U-turn.



SOURCES: Los Angeles County DRP; ESA; UrbanFootprint; Fehr & Peers, 2023

West San Gabriel Valley Area Plan

Figure 68
Five-Year Collision Map in Whittier Narrows

Figure 69 displays the frequency of injury collisions by mode for different times of day. Generally, most collisions occurred during overnight and evening peak hours, bicycle-involved collisions occurred equally during the evening peak hours and midday. Pedestrian-involved collisions occurred most frequently during the overnight.

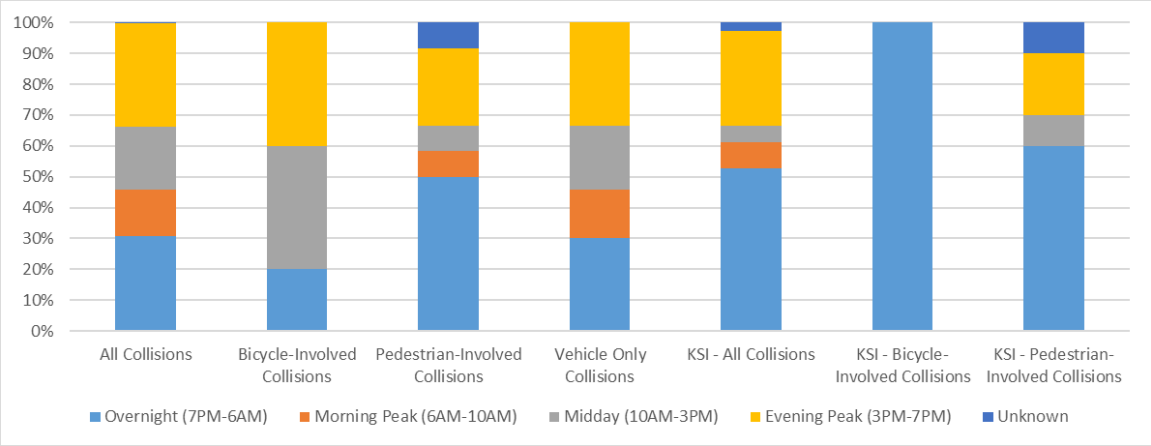


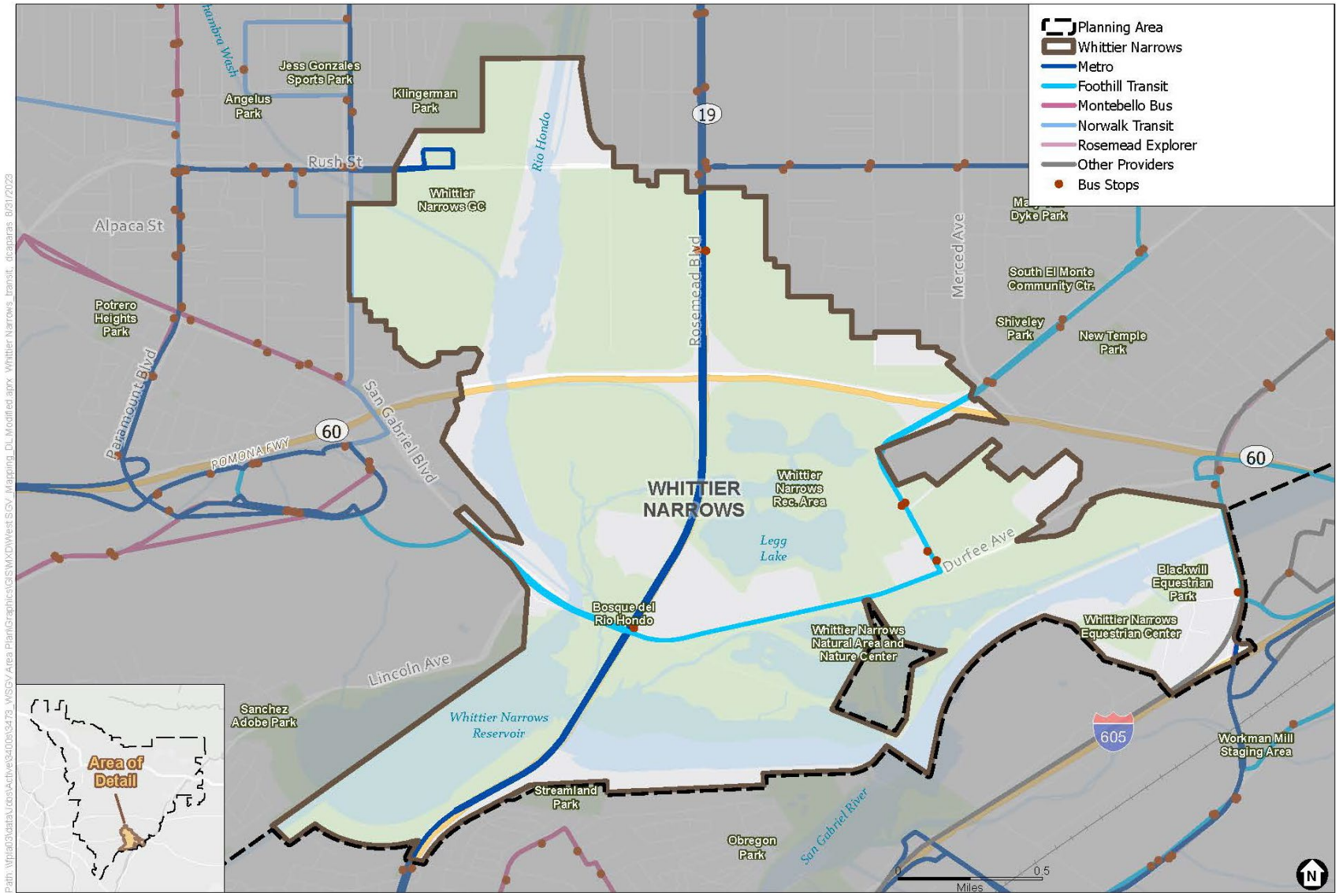
Figure 69
Collision by Time of Day in Whittier Narrows (2018–2022)

Public Transportation System

Whittier Narrows is served by four different transit providers: Metro, Foothill Transit, Norwalk Transit, and Rosemead Explorer. Metro Line 266 connects to Metro Sierra Madre Villa Station, which provides connections to Downtown Los Angeles via Metro A Line. Foothill Transit Line 269 connects to El Monte Station which provides connections to Downtown Los Angeles via the Metro J Line. Norwalk Route 7 connects to Metro C Line Norwalk Station which provides connections to Los Angeles International Airport. **Table 37** and **Figure 70** display operational information for transit lines serving Whittier Narrows.

TABLE 37
EXISTING TRANSIT SERVICE IN WHITTIER NARROWS

Transit Route	Operator	Service Type	Service From	Weekday Peak Hours Headways (AM/PM)
266	Metro	Local	Sierra Madre Villa Station – Lakewood Center Mall via Rosemead Boulevard	20 minutes
287	Metro	Local	El Monte Station – Arcadia Station via Santa Anita Avenue	40 minutes
269	Foothill Transit	Local	El Monte Station – The Shops at Montebello	30 minutes
7	Norwalk Transit	Local	El Monte Station – Metro C Line Norwalk Station	60 minutes
1/2	Rosemead Explorer	Local	Rosemead Place – Montebello Town Center	60 minutes



SOURCES: Los Angeles County DRP; ESA; UrbanFootprint; Fehr & Peers, 2023

West San Gabriel Valley Area Plan

Figure 70
Existing Transit System in Whittier Narrows

Bicycle Facilities

Whittier Narrows has a bicycle network with approximately 10 miles of designated bikeways along some local streets and in the Whittier Narrows Recreation Area. Class I bike paths in the Recreation Area connects to the Rio Hondo Bike Path and San Gabriel River Bike Path in the south part of the community. The existing Class II bike lane along San Gabriel Boulevard between Lincoln Avenue and Rosemead Boulevard connects the Rio Hondo Bike Path to the San Gabriel River Bike Path. In addition, there is a Class III bike route along Loma Avenue. **Figure 71** displays the bicycle network in Whittier Narrows.

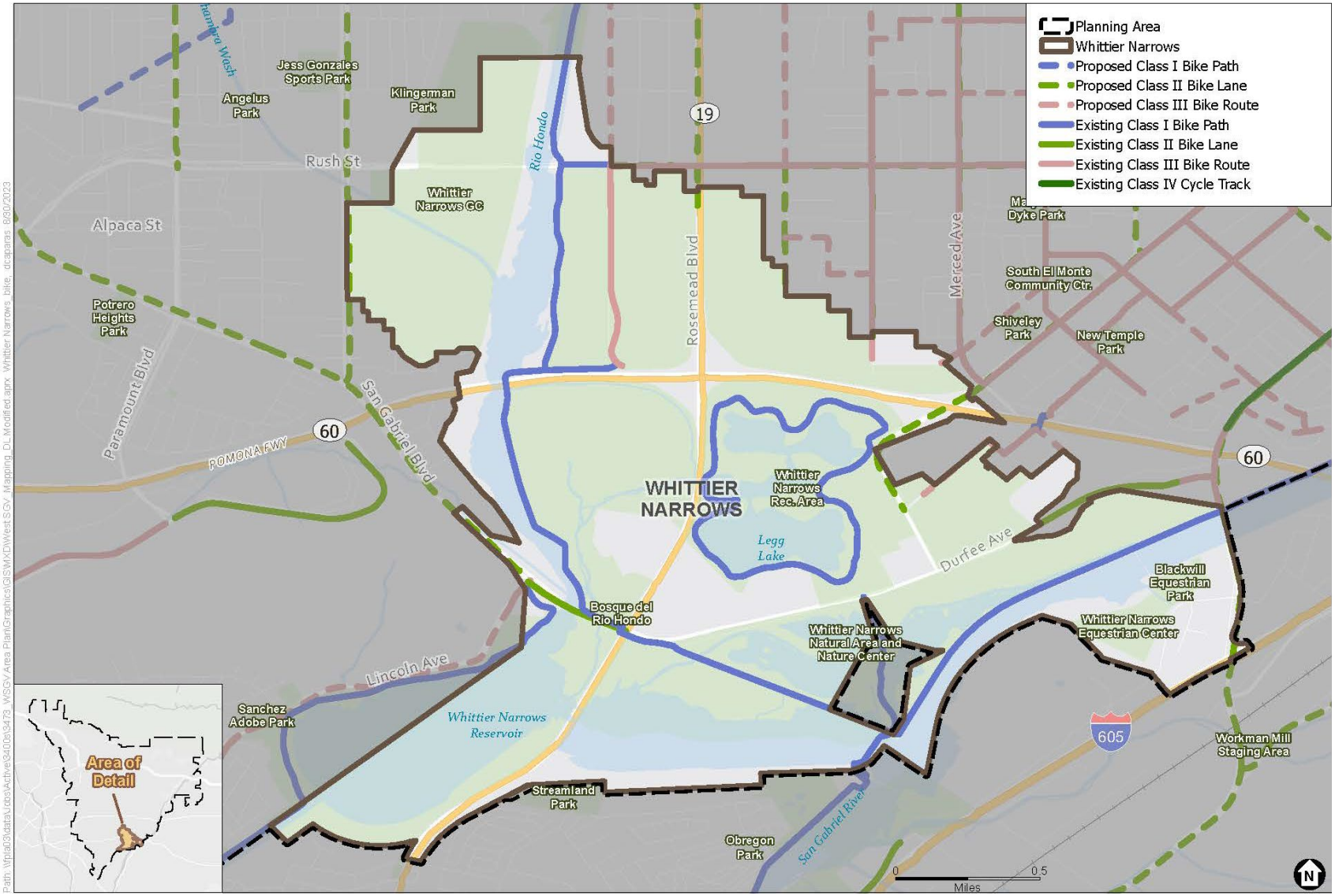
Pedestrian Facilities

Whittier Narrows is predominately a recreation area, and as a result has above-average tree canopy coverage. While percentage of land areas covered by shade is not as high as some communities in the northern portions of the West SGV area, at 21% it is still higher than the County average and is spread relatively evenly across the community.

As shown in **Figure 72**, several roadways, including Rosemead Boulevard and Durfee Avenue, scored a four in terms of their LTS. There is no sidewalk connecting to the entrance of Whittier Narrows Park along Rosemead Boulevard, which has restricted residents walking to the park.

Key Issues and Opportunities

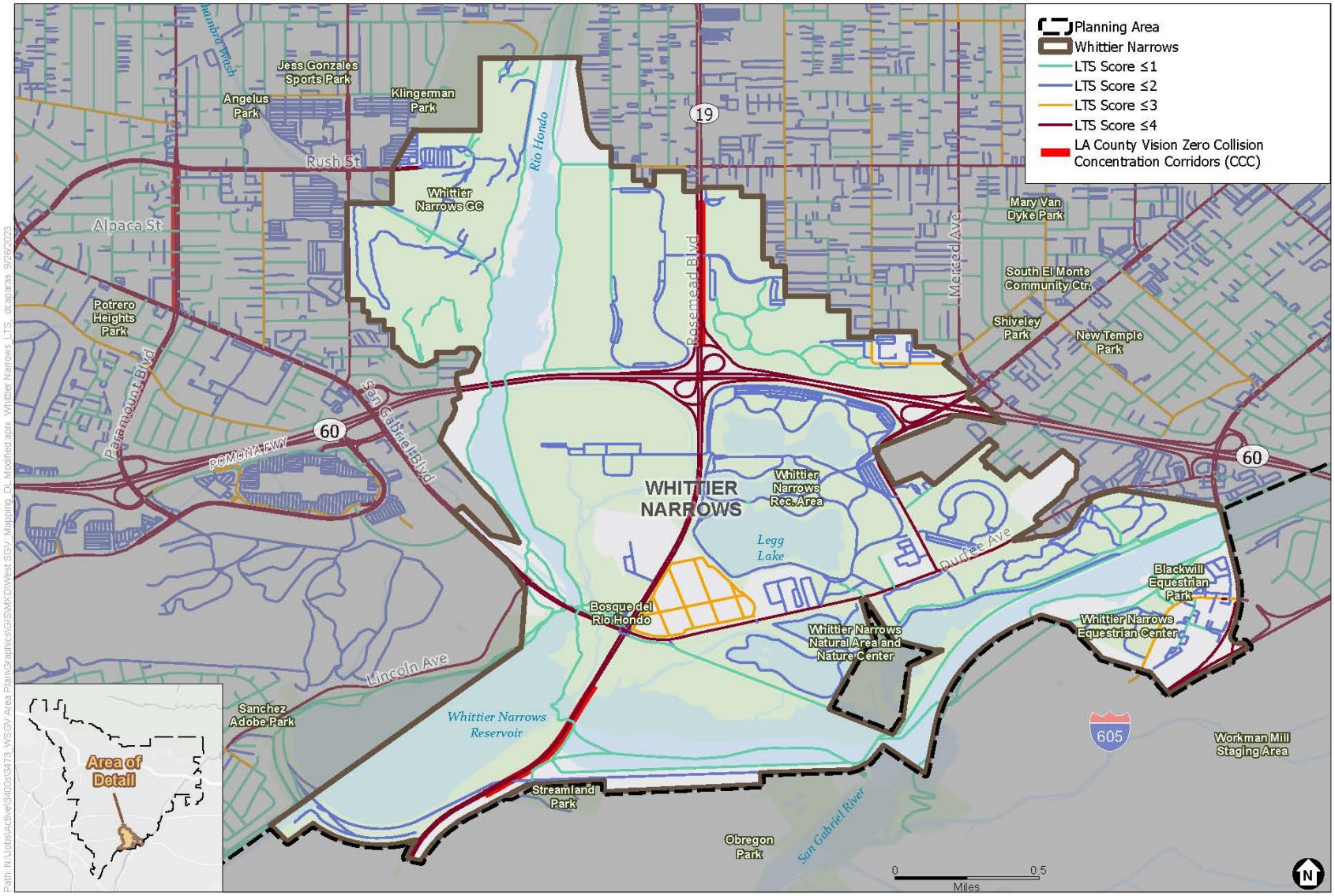
Whittier Narrows is well-served by the existing street system, transit network, and a variety of bicycle facilities. Analysis of collision data from TIMS shows hotspots along Rosemead Boulevard, with all the area's fatal pedestrian injury collisions occurred along this corridor. This indicates an opportunity to consider safety treatments and pedestrian facility improvements along the corridor. Further exploration is needed for traffic calming measures.



SOURCES: Los Angeles County DRP; ESA; UrbanFootprint; Fehr & Peers, 2023

West San Gabriel Valley Area Plan

Figure 71
Bicycle Facilities in Whittier Narrows



SOURCES: Los Angeles County DRP; ESA; UrbanFootprint; Fehr & Peers, 2023

West San Gabriel Valley Area Plan

Figure 72
Level of Traffic Stress in Whittier Narrows

IV. Existing Plans and Programs

Federal

Americans with Disabilities Act of 1990

Titles I, II, III, and V of the Americans with Disabilities Act of 1990 (ADA) have been codified in Title 42 of the United States Code, beginning at Section 12101. Title III prohibits discrimination based on disability in "places of public accommodation" (businesses and non-profit agencies that serve the public) and "commercial facilities" (other businesses). The regulation includes Appendix A through Part 36 (Standards for Accessible Design), establishing minimum standards for ensuring accessibility when designing and constructing a new facility or altering an existing facility. Examples of key guidelines include detectable warnings for pedestrians entering traffic where there is no curb, a clear zone of 48 inches for the pedestrian travel way, and a vibration-free zone for pedestrians.

State

Complete Streets Act

Assembly Bill 1358, the Complete Streets Act (Government Code Sections 65040.2 and 65302), was signed into law by Governor Arnold Schwarzenegger in September 2008. As of January 1, 2011, the law requires cities and counties, when updating the part of a local general plan that addresses roadways and traffic flows, to ensure that those plans account for the needs of all roadway users. Specifically, the legislation requires cities and counties to ensure that local roads and streets adequately accommodate the needs of bicyclists, pedestrians, and transit riders, as well as motorists.

At the same time, the California Department of Transportation (Caltrans), which administers transportation programming for the State, unveiled a revised version of Deputy Directive 64 (DD-64-R1 October 2008), an internal policy document that now explicitly embraces Complete Streets as the policy covering all phases of state highway projects, from planning to construction to maintenance and repair.

Complete Streets Directive

California Department of Transportation (Caltrans) enacted Complete Streets: Integrating the Transportation System (Complete Streets Directive) in October 2008, which required cities to plan for a "balanced, multimodal transportation network that meets the needs of all users of streets" (Caltrans 2023). A complete street is a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility. Every complete street looks different, according to its context, community preferences, the types of road users, and their needs.

Statewide Transportation Improvement Program (STIP)

Caltrans administers transportation programming for the State. Transportation programming is the public decision-making process that sets priorities and funds projects envisioned in long-range transportation plans. It commits expected revenues over a multi-year period to transportation projects. The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources.

Senate Bill (SB) 743

SB 743 directs the Office of Planning and Research (OPR) to develop revisions to the California Environmental Quality Act (CEQA) Guidelines by July 1, 2014, to establish new criteria for determining the significance of transportation impacts and define alternative metrics for traffic LOS. On September 27, 2013, California Governor Jerry Brown signed SB 743 into law and started a process that changes transportation impact analysis as part of CEQA compliance. These changes will include elimination of auto delay, level of service (LOS), and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant impacts for land use projects and plans in California. Further, parking impacts are not considered significant impacts on the environment for particular types of development projects within certain infill areas with nearby frequent transit service. According to the legislative intent contained in SB 743, these changes to current practice were necessary to "…more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions."

On January 20, 2016, OPR released the Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA, which was an update to Updating Transportation Impacts Analysis in the CEQA Guidelines, Preliminary Discussion Draft of Updates to the CEQA Guidelines Implementing Senate Bill 743, which had been released August 6, 2014.

In November 2017, OPR submitted the final guidelines to the Natural Resources Agency. The subsequent "rulemaking" process took just over one year, with the guidelines certified and adopted in December 2018. SB 743 will now go into effect, with agencies having an opt-in period until July 1, 2020.

Assembly Bill (AB) 2109 (Parking Cash Out)

Assembly Bill (AB) 2109, is a state law requiring employers of 50 or more employees who lease their parking and subsidize any part of their employee parking to offer their employees the opportunity to give up their parking space and rideshare to work instead. In return for giving up their parking space, the employer pays the employee the cost of the parking space.

Assembly Bill 32 (AB32) and Senate Bill 375 (SB 375)

With the passage of AB 32, the Global Warming Solutions Act of 2006, the State of California committed itself to reducing statewide greenhouse gas (GHG) emissions to 1990 levels by 2020. The California Air Resources Board (California ARB) is coordinating the response to comply with AB 32.

On December 11, 2008, California ARB adopted its Proposed Scoping Plan for AB 32. This scoping plan included the approval of SB 375 as the means for achieving regional transportation-related GHG targets. SB 375 provides guidance on how curbing emissions from cars and light trucks can help the state comply with AB 32.

There are five major components to SB 375. First, regional GHG emissions targets: California ARB's Regional Targets Advisory Committee guides the adoption of targets to be met by 2020 and 2035 for each Metropolitan Planning Organization (MPO) in the state. These targets, which MPOs may propose themselves, are updated every eight years in conjunction with the revision schedule of housing and transportation elements.

Second, MPOs are required to prepare a Sustainable Communities Strategy (SCS) that provides a plan for meeting regional targets. The SCS and the Regional Transportation Plan (RTP) must be consistent with each other, including action items and financing decisions. If the SCS does not meet the regional target, the MPO must produce an Alternative Planning Strategy that details an alternative plan to meet the target.

Third, SB 375 requires that regional housing elements and transportation plans be synchronized on 8-year schedules. In addition, Regional Housing Needs Assessment (RHNA) allocation numbers must conform to the SCS. If local jurisdictions are required to rezone land as a result of changes in the housing element, rezoning must take place within three years.

Fourth, SB 375 provides CEQA streamlining incentives for preferred development types. Certain residential or mixed-use projects qualify if they conform to the SCS. Transit-oriented developments (TODs) also qualify if they (1) are at least 50% residential, (2) meet density requirements, and (3) are within 0.5 mile of a transit stop. The degree of CEQA streamlining is based on the degree of compliance with these development preferences.

Finally, MPOs must use transportation and air emissions modeling techniques consistent with guidelines prepared by the California Transportation Commission (CTC). Regional Transportation Planning Agencies, cities, and counties are encouraged, but not required, to use travel demand models consistent with the CTC guidelines.

California Vehicle Code

The California Vehicle Code (CVC) provides requirements for ensuring emergency vehicle access regardless of traffic conditions. Sections 21806(a)(1), 21806(a)(2), and 21806(c) define how motorists and pedestrians are required to yield the right-of-way to emergency vehicles.

Regional

Metro 2020 Long Range Transportation Plan

The 2020 LRTP includes funding for specific projects under four main categories, Transit Investments, Highway Investments, Active Transportation, and Equity Focus, for which Call for Project Applications can be submitted for projects in Los Angeles County. These investments are based on the expected sales tax revenue. The document predicts a potential 81% increase in daily transit trips and a 31% decrease in traffic delay. Metro also has a Short Range Transportation Plan, published in 2014, to define the near-term (through year 2024) transportation priorities in Los Angeles County. In addition to the regional transportation plans, in 2014 Metro adopted both a Complete Streets Policy and a First Last Mile Strategic Plan (discussed below).

Metro Complete Streets Policy

Metro's recently adopted Complete Streets policy is reinforcing the California Complete Streets Act (AB 1358). Effective January 1, 2017, Metro is requiring that all local jurisdictions within Los Angeles County must adopt a Complete Streets Policy, an adopted resolution supporting Complete Streets, or an adopted general plan consistent with the California Complete Streets Act of 2008 in order to be eligible for Metro capital grant funding programs, starting with the 2017 grant cycles.

Metro Short Range Transportation Plan

The 2014 Metro Short Range Transportation Plan (SRTP) is a 10-year action plan that guides future Metro programs and projects through 2024 and advances Metro towards the long-term goals identified in the 2009 Metro LRTP. The SRTP identifies the short-term challenges, provides an analysis of our financial resources, proposes action plans for the public transportation and highway modes, and includes other project and program initiatives. In addition, it addresses sustainability, future funding strategies, and lastly, measures the Plan's performance (LA Metro 2014).

Metro NextGen Bus Plan

The NextGen Bus Plan is the first comprehensive look at Metro's fixed-route network in over 25 years. The Plan was developed through consideration of both technical data and all the priorities and personal experiences from nearly 20,000 Los Angeles County residents. The process yielded thousands of comments and input from the public, including local stakeholder groups, riders and agencies and that input was used to develop the NextGen Bus Plan. On October 22, 2020, the Metro Board of Directors approved the plan, moving it forward for implementation starting in December 2020. The final plan nearly doubles the number of routes operating every 5 to 10 minutes, greatly expands service on evenings and weekends, and improves travel times by reducing delay and increasing operating speeds. It also combines most overlapping Rapid and Local lines into single enhanced bus services with better frequencies. The number of residents within walking distance of 5- to 10-minute service will more than double from 900,000 to 2.2 million.

There are 11 Next Gen bus lines that serve the West SGV communities. Table 38 shows details of the Next Gen bus lines associated with each community.

TABLE 38
NEXT GEN BUS LINES SERVING WEST SGV AREA

Transit Route	Existing Peak Frequency (minutes)	NextGen Peak Frequency (minutes)	How is this bus changing?	WSGV Communities	Next Gen Frequency Implemented?
78	12	10	More Frequency, Simpler Network	East Pasadena-East San Gabriel	Yes
179	n/a	30	More Frequency, Simpler Network	East Pasadena-East San Gabriel	Yes
256	50	40	More Frequency, Simpler Network	Altadena	No
266	24	20	More Frequency, Simpler Network	East Pasadena-East San Gabriel, Whittier Narrows	Yes
267	30	30	Simpler More Reliable Network	East Pasadena-East San Gabriel, San Pasqual	No change in frequency
287	n/a	30–36	More Frequency, Simpler More Reliable Network	South Monrovia Islands, South San Gabriel, Whittier Narrows	No
290	n/a	20	Simpler Network, More Reliable Service	La Crescenta-Montrose	The new line has not been implemented.
487	25	15	More Frequency, Simpler More Reliable Network	San Pasqual	No
660	n/a	20	More Frequency, Simpler Network	Altadena	No
662	n/a	30	Simpler Network	Altadena	No
686	36	30	More Frequency, Simpler Network	Altadena	No

SOURCE: Metro NextGen Bus Plan: https://www.metro.net/about/plans/nextgen-bus-plan/

Southern California Association of Governments – Sustainable Communities Strategies/Regional Transportation Plan (2020)

Southern California Association of Governments (SCAG) develops the RTP, which presents the transportation vision for Los Angeles, Orange, San Bernardino, Imperial, Riverside, and Ventura counties. SB 375 was enacted to reduce GHG emissions from automobiles and light trucks through integrated transportation, land use, housing, and environmental planning. Under the law, SCAG is tasked with developing an SCS, an element of the RTP that provides a plan for meeting emissions reduction targets set forth by the California Air Resources Board. The SCS outlines the plan for integrating the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. The SCS focuses the majority of new housing and job growth in high-quality transit areas and other Priority Growth Areas (PGAs) in existing main streets, downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. Priority Growth Areas include job centers, Transit Priority Areas

(TPAs), High Quality Transit Areas (HQTAs), Neighborhood Mobility Areas (NMAs), Livable Corridors and Spheres of Influence (SOIs).[14] Some unincorporated areas/corridors within the West SGV area were identified as part of the TPAs, HQTAs, NMAs, Livable Corridors, and SOIs. The City of Pasadena, City of Arcadia, and City of El Monte were identified as job centers. This overall land use development pattern supports and complements the proposed transportation network that emphasizes system preservation, active transportation, and transportation demand management measures.

The 2020–2045 RTP/SCS, also known as Connect SoCal, is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. It charts a path toward a more mobile, sustainable, and prosperous region by making connections between transportation networks, between planning strategies, and between the people whose collaboration can improve the quality of life for Southern Californians (SCAG 2020). The SCAG Regional Council adopted Connect SoCal on September 3, 2020.

County of Los Angeles General Plan 2035

The General Plan provides the policy framework for how and where the unincorporated County will grow through the year 2035, while recognizing and celebrating the County's wide diversity of cultures, abundant natural resources, and status as an international economic center. Comprising approximately 2,650 square miles, unincorporated Los Angeles County is home to over one million people. The General Plan accommodates new housing and jobs within the unincorporated areas in anticipation of population growth in the County and the region. The General Plan was adopted by the Los Angeles County Board of Supervisors on October 6, 2015.

Metro Area Plan (In progress)

The Metro Area Plan (MAP) is a long-range planning document that provides a policy framework for how and where the seven unincorporated communities within the Metro Planning Area will grow over the next 15 years. The processing plan began in 2021 and the draft ordinance and the draft Program Environmental Impact Report (PEIR) were released Fall 2022. The MAP aims to organize and update existing County regulations in these communities to encourage more housing development, and multi-modal transportation, while focusing on environmental justice issues. The MAP will consider the guiding principles of the General Plan including Smart Growth, Community Services & Infrastructure, Economic Strength & Diversity, Environmental Resource Management, Healthy, Livable & Equitable Communities, and Community Voices, Strengths & Equity Outcomes.

East San Gabriel Valley Area Plan (In progress)

The proposed East San Gabriel Valley Area Plan (Area Plan or Project) is an extension of the General Plan focused on the unique needs and characteristics of 24 unincorporated communities within the East San Gabriel Valley Planning Area. The purpose of the Area Plan is to enhance,

[14] Web maps of these PGAs are available in SCAG's Regional Data Platform. Accessed 9/27/2023. https://hub.scag.ca.gov/.

guide, and support the long-term growth, development, and maintenance of these communities. The Area Plan consists of areawide goals and policies on land use, economic development, community character and design, conservation and natural resources, mobility, and parks and recreation. The Area Plan also includes community specific goals and policies for each community or grouping of communities. Zoning and land use policy map changes are also proposed as part of the Project to bring zoning and land use policy into conformance, accommodate growth near major transit stops and along major corridors, preserve natural resources, and implement the Housing Element Rezoning Program. In addition, zoning map changes are proposed for designated properties to clarify the applicability of the adopted Green Zones Ordinance. The Project also includes ordinance amendments to implement the goals and policies of the Area Plan and consists of new areawide regulations and updates to existing standards.

Los Angeles County Bicycle Master Plan (In Progress)

Los Angeles County Public Works (PW) is updating the Los Angeles County Bicycle Master Plan (BMP). The current BMP was last updated in 2012 and established a vision for the future of biking in the County. The BMP will serve as a guide for the development of safe and accessible bikeways and paths within unincorporated Los Angeles County and along County flood control district channels. The BMP will propose new bikeways, revisit the feasibility of unconstructed bikeways from the 2012 plan, incorporate new policies to share bikeway facilities with micro-mobility devices, identify first/last mile bikeway improvements to further connect to transit stations and bus stops, and prepare for the programmatic environmental impact report.

The BMP will engage with community members, community-based organizations (CBOs), and advisory committees to develop an inclusive and representative BMP. The BMP will be finalized in early 2025.

San Gabriel Valley Regional Bicycle Master Plan

The San Gabriel Valley Regional Bicycle Master 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. It intends to improve the bicycling environment providing direction for expanding the existing bikeway network, closing key gaps within the project cities, and connecting to bicycle facilities in adjacent cities and unincorporated communities of Los Angeles County.

Los Angeles County TOD Toolkit

In order to prepare for as many as five additional rail stations throughout unincorporated areas of Los Angeles County (County) as well as additional stations in the future, the County developed the Transit-Oriented District (TOD) Toolkit (formerly known as TOD Guidelines). The TOD Toolkit provides a framework for a consistent approach to public infrastructure and transportation-related improvements to support land-use decisions in areas located within a 0.5-mile radius of the stations.

The TOD Toolkit helps ensure public infrastructure improvements support land use plans by facilitating both public and private investment in affordable housing and transit-friendly development. It will identify enhancements that the community needs and supports, and that market forces and potential funding mechanisms encourage.

OurCounty Sustainability Plan

OurCounty is a regional sustainability plan for Los Angeles. The Plan outlines what local governments and stakeholders can do to enhance the well-being of every community in the County while reducing damage to the natural environment and adapting to the changing climate, particularly focusing on those communities that have been disproportionately burdened by environmental pollution. This plan envisions streets and parks that are accessible, safe, and welcoming to everyone; air, water, and soil that are clean and healthy; affordable housing that enables all residents to thrive in place; and a just economy that runs on renewable energy instead of fossil fuels.

Los Angeles County Safety Element

The Safety Element, a chapter of the General Plan, contains goals and policies to reduce the potential short and long-term risk of death, injuries, property damage, economic damage, and social dislocation from earthquakes, floods, and fire in the County's unincorporated areas. The Board of Supervisors adopted the Safety Element Update on July 12, 2022.

Los Angeles County Housing Element

The Housing Element serves as a policy guide to address the comprehensive housing needs of the unincorporated areas. The primary focus of the Housing Element is to ensure decent, safe, sanitary, and affordable housing for current and future residents of the unincorporated areas, including those with special needs. The 2021–2029 Housing Element was adopted by the Los Angeles County Board of Supervisors on May 17, 2022, and certified by the California Department of Housing and Community Development on May 27, 2022.

Step by Step Pedestrian Plans (Los Angeles County Department of Public Health) (In progress)

The Step-by-Step Plan provides a policy framework for how the County proposes to increase walking, make walking safer, and support healthy active lifestyles. It also includes Community Pedestrian Plans for unincorporated communities in L.A. County. The current version of the plan was adopted by the Los Angeles County Board of Supervisors in 2019, and included Community Pedestrian Plans for unincorporated Lake Los Angeles, Walnut Park, Westmont/West Athens, West Whittier-Los Nietos. These first four communities were selected based on criteria including high rates of pedestrian collisions resulting in death or injury, as well as a focus on disadvantaged communities that experience health inequities and challenges to safe walking and access.

From 2020 to 2023, the PLACE Program will be collaborating with neighborhood organizations, mobility advocates, and resident leaders to develop four new Community Pedestrian Plans for the unincorporated neighborhoods of East Los Angeles, East Rancho Dominguez, Florence-Firestone,

and Willowbrook/West Rancho Dominguez-Victoria. Work on this next round of Community Pedestrian Plans will last from Winter 2021 through Fall 2023.

Los Angeles County 2045 Climate Action Plan (in Progress)

The 2020 Community Climate Action Plan (CCAP) describes the County's plan to reduce the impacts of climate change by reducing greenhouse gas (GHG) emissions from community activities in the unincorporated areas of Los Angeles County by at least 11% below 2010 levels by 2020. The County's existing CCAP document was adopted by the Board of Supervisors in 2015 as a component of the General Plan 2035; it expired in 2020 and will be replaced by the 2045 Climate Action Plan (2045 CAP). The 2045 CAP will tie together existing climate change initiatives and provide a blueprint for deep carbon reductions. Through this updated CAP, the County is targeting carbon neutrality by 2045 in unincorporated Los Angeles County.

OurCounty CAP will outline actions that Los Angeles County plans to take to reduce greenhouse gas (GHG) emissions and adapt to a changing climate in unincorporated areas. The OurCounty CAP will include a GHG inventory and a roadmap for addressing emissions from stationary energy (used by buildings and other facilities), transportation, waste, industrial, agricultural, and land use sectors. Mitigation measures identified in the plan will also yield community co-benefits, including improvements in air quality, public health, mobility, and resilience. The OurCounty CAP will be aligned with the General Plan as well as OurCounty, the countywide sustainability plan, to support decision-makers in delivering climate compatible solutions in unincorporated Los Angeles County.

Los Angeles County Vision Zero Action Plan

Vision Zero is an international traffic safety initiative to eliminate traffic-related fatalities. It emphasizes the Safe System approach to traffic safety, acknowledging that people make mistakes and focusing on system-wide practices, policies, and designs to lessen the severity of collisions. In August 2019, the Los Angeles County Board of Supervisor's adopted the County's Vision Zero Action Plan to eliminate traffic fatalities on County-maintained roadways by 2035. The Plan identifies over 60 actions to enhance safety through a comprehensive set of engineering, education, enforcement, and evaluation strategies and is available at VisionZeroLACounty.com. The County's Vision Zero initiative is led by the Los Angeles County Public Works and Los Angeles County Public Health.

V. Common Areawide Issues, Opportunities, and Recommendations

The following outlines the common issues, opportunities, and recommendations from the analysis of community specific mobility issues and opportunities described above.

Providing Traffic Calming Strategies

Major highways in the eight communities are responsible for the movement of most vehicles, trucks, transit vehicles, and people on foot. These highways exhibit higher frequencies in almost all communities. There are some local streets that exhibit higher frequencies in collisions than other streets, such as Altadena Drive and Mendocino Street in Altadena, and Ramsdell Avenue in La Crescenta-Montrose, indicating an opportunity for safety treatments in and along these corridors.

There are six Collision Concentration Corridors in the West SGV communities. Three of these corridors have had fatal and severe injury collisions in the past five years, including Lake Avenue in Altadena (two KSI collisions), Live Oak Avenue in South Monrovia Islands (one KSI collision), and Rosemead Boulevard in Whittier Narrows (five KSI collisions), indicating that safety enhancements should be prioritized on these roadways.

Improving Transit Service in Some Neighborhoods

More than half of the communities are well-served by existing transit services, including Metro A Line and intercity buses. However, there are some parts of communities without access to fixed transit stops, such as the northern part in Altadena and La Crescenta-Montrose, and western part of South San Gabriel. Some households in Altadena that are far away from fixed transit stops are within the Metro Micro service zones. The project team recommends further exploration and evaluation of the performance of existing Metro Micro in these neighborhoods, adding new Metro Micro service zones, extending existing transit service with fixed routes and stops, or providing community/park shuttles.

Addressing Gaps in the Bicycle Network

There are currently existing bicycles facilities on some segments of secondary highways and local streets, but there are gaps in these networks within most of the communities. There is no bicycle facility in South San Gabriel and only one segment of bikeways in Kinneloa Mesa and South Monrovia Islands. Although there are some bicycle facilities in Altadena and East Pasadena-East San Gabriel, there is no linkage among these partial networks. Gaps also exist along jurisdictional boundaries between these cities and unincorporated communities, such as the south border of Altadena, the southeast border of East Pasadena-East San Gabriel, as well as the north and west borders of South Monrovia Islands.

The County has proposed bicycle facilities to close these gaps in the Bicycle Master Plan (BMP), last updated in 2012. The County is updating the BMP, which is scheduled to be finalized in early 2025. The new plan will propose new bikeways, revisit the feasibility of unconstructed bikeways from the 2012 plan, incorporate new policies to share bikeway facilities with micro-mobility

devices, identify first/last mile bikeway improvements to further connect to transit stations and bus stops, and prepare for the programmatic environmental impact report. The vision of this new plan is to make bicycling safe, convenient, and accessible for all ages and abilities in Los Angeles County. The project team recommends using this opportunity to identify and decrease existing bikeway gaps within unincorporated communities and with other jurisdictions. Street grade and other safety concerns must be considered when designing new facilities.

Addressing Locations for Improvement in the Pedestrian Network

A high percentage of shade coverage is provided in the northern portions of the area, with communities such as Altadena, Kinneola-Mesa, and La Crescenta-Montrose having greater than one-third of the area in their communities covered by tree canopy. Conversely, areas to the south of the West SGV area such as South San Gabriel and South Monrovia Islands have less than 20% of their area covered by tree canopy.

The level of Traffic Stress ranges higher in communities where major arterials are present and lower in communities consisting of mostly local roads and open space. All six collision concentration corridors were assessed with LTS scores of three or higher, indicating areas that are particularly stressful for pedestrians. In addition, many residential areas and community resources do not have continuous sidewalks nor sufficient pedestrian amenities, such as wayfinding, striping, and crosswalks, etc. The project team recommends working with the community to identify locations for improvements.

Reducing Commute Distance for Residents

Based on the travel pattern analysis of seven communities,[15] over 90% of residents with jobs are working outside their communities. In 2020, more than half of these workers traveled more than 10 miles one-way to their jobs. Improving the job/housing balance in these communities would reduce their commute distance. In addition, more than 90% of West SGV commuters traveled by car (both driving alone and in carpools) in 2021, which indicates heavier auto use in this area than the average of the Los Angeles County unincorporated communities. This is because some communities do not have direct transit service to major job centers, including Altadena and South San Gabriel. Providing transit services that have better peak period frequency and that align with commuter travel patterns would encourage people to take transit to work.

[15] There is no data available for Kinneloa Mesa and Whittier Narrows in OnTheMap. East Pasadena – East San Gabriel were analyzed as two separate communities in OnTheMap.

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