

Los Angeles County Department of Regional Planning

West San Gabriel Valley Area Plan: Mobility Element Summary

1. Existing Conditions

STREET SYSTEM

The WSGV is characterized by a network of major freeways, secondary highways, and parkways, facilitating regional connectivity and local mobility. Six freeways traverse the area, providing essential east-west connections, including the Foothill Freeway (I-210) and the San Bernardino Freeway (I-10). These roadways range in capacity and serve different functions, from major routes with high traffic volumes to parkways offering a scenic route. However, disparities exist in roadway classifications and distributions among communities, influencing travel patterns and transportation experiences.

COLLISION HISTORY

Collision history within the WSGV highlights the importance of roadway safety initiatives. The Transportation Injury Mapping System (TIMS) reveals a significant number of injury collisions, with pedestrian and bicycle-involved incidents highlighting vulnerable road user safety concerns. Certain streets exhibit collision hotspots, posing significant safety concerns for pedestrians, bicyclists, and motorists within the WSGV communities. Among these streets are Altadena Drive and Mendocino Street in Altadena, as well as Ramsdell Avenue in La Crescenta-Montrose. Adopting the Vision Zero Action Plan reflects a commitment to eliminating fatal collisions and identifying Collision Concentration Corridors for targeted safety interventions. These corridors in the Plan Area, including Rosemead Boulevard and Lake Avenue segments, demand focused attention and mitigation efforts to enhance roadway safety.

PUBLIC TRANSIT SYSTEM

Public transit services, including the Metro A Line and Metro Micro, provide mobility options for residents and employees. However, transit coverage and connectivity gaps hinder access to key destinations, particularly employment centers like Downtown Los Angeles. Addressing these gaps through regional transit improvements is essential to reduce automobile dependence and promote sustainable transportation choices.

PEDESTRIAN FACILITIES

Bicycle and pedestrian facilities in the WSGV are essential components of an active transportation network. While existing bike paths and lanes offer some connectivity, significant gaps remain, especially along jurisdictional boundaries. Similarly, pedestrian infrastructure and tree canopy coverage vary across communities, impacting walkability and comfort for pedestrians and cyclists. Efforts to close these gaps and enhance accessibility are necessary for fostering healthy, sustainable communities.

TRAVEL PATTERNS

Travel patterns reveal a dominant reliance on automobiles for commuting within the WSGV. Despite the availability of public transit and active transportation options, most commuters opt for single-occupancy vehicles. Understanding these travel patterns and preferences is crucial for developing effective transportation strategies that reduce the need to drive and improve opportunities for walking, biking and public transit, thereby reducing congestion and greenhouse gas emissions.

2. Issues & Opportunities

TRAFFIC SAFETY AND CALMING MEASURES

High traffic volumes on major and secondary highways lead to increased collision frequencies, particularly on streets like Altadena Drive, Mendocino Street, and Ramsdell Avenue. Addressing safety challenges is essential for community well-being.

ENHANCING ACCESSIBLE TRANSIT

In the WSGV there is a dominant reliance on automobiles for daily travel needs, including commutes to work. The use of transit remains low due to low bus frequency, limited access in certain neighborhoods, inadequate first/last mile connectivity and limited direct transit services to major job centers. Establishing transit services with improved frequency can encourage residents of the Plan Area to explore alternative, sustainable transportation options. Establishing circulatory micro-transit systems can also expand accessibility to retail districts and recreational areas.

IMPROVING BICYCLE INFRASTRUCTURE

Gaps exist within the bicycle network across WSGV communities, hindering connectivity to recreational areas. Updating the Bicycle Master Plan aims to introduce new bikeways and enhance connectivity to transit stations.

ENHANCING PEDESTRIAN SAFETY

Throughout the Plan Area, residents have expressed a lack of a safe and connected walking environment, with challenges such as high travel speeds, narrow sidewalks, and unsafe crossings. Residents strongly desire to improve pedestrian safety. .

3. Policy Recommendations

ENSURING A SAFE AND INCLUSIVE TRANSPORTATION NETWORK

The Mobility Element aims to ensure a safe and inclusive transportation network. The policy recommendations under this goal focus on improving roadway safety and implementing complete street guidelines. Recommended measures include evaluating speed limits, enhancing reporting of traffic collision data, and prioritizing multimodal infrastructure projects to accommodate users of all ages and abilities.

ENHANCING TRANSIT ACCESSIBILITY

Transit accessibility is an essential goal for the WSGVAP. Efforts to improve access to regional and local transit services involve increasing transit options for underserved communities, improving connections to major employment centers, and promoting first/last-mile connectivity. These policy recommendations should reduce automobile dependence and ensure convenient and safe transit options for residents.

FOSTERING ACTIVE TRANSPORTATION AND WALKABLE COMMUNITIES

Another Mobility Element goal is to enable active transportation and walkable communities. Policy recommendations aim to create safe transportation corridors for pedestrians, equestrians, and bicyclists. These efforts include expanding bicycle networks, enhancing pedestrian networks, promoting neighborhood greenways, and improving crosswalk efficiency and safety.

PROMOTING TRANSPORTATION DEMAND MANAGEMENT (TDM) STRATEGIES

The Mobility Element promotes transportation demand management (TDM) strategies for schools, residents, and employees. TDM refers to various policies and actions designed to reduce the number of vehicles traveling on the road, especially during peak commute times. TDM aims to encourage the use of public transit, biking, walking, carpooling, and telecommuting. Policy recommendations in the Mobility Element include conducting studies to identify feasible transportation options, developing TDM strategies for commuting, and coordinating marketing and education efforts to encourage alternative forms of transportation other than the single-occupancy vehicle. Combined, these TDM policies aim to decrease traffic congestion, improve air quality, and enhance overall mobility and accessibility for all residents and commuters.