SAN GABRIEL VALLEY COG
TRANSIT FEASIBILITY STUDY

Study Area Definition

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1 INTRODUCTION

The San Gabriel Valley has over two million residents and covers more than 375 square miles. Generally, bordered by the City of Los Angeles and the San Fernando Valley to the west, San Bernardino County to the east, the San Gabriel Mountains to the north and the Gateway Cities and Orange County to the south, this diverse and expansive area includes cities, employment centers, and residential areas.

The purpose of this Study Area Definition Report is to establish the study area boundaries and to provide context for the land use patterns, demographics, transportation network, and existing transportation services. The Study Area will serve as the basis for a Transit Feasibility Study (Study), which will identify connections with existing transit services to provide high-quality transit service to the San Gabriel Valley's residents, commuters, and visitors. The Study will examine east/west and north/south connections with transit services, while considering short-term projects and long-term visions for the San Gabriel Valley.

1.1 Study Area Definition

In order to be inclusive, the study area will include all of the 31 San Gabriel Valley Council of Governments (SGVCOG) cities:

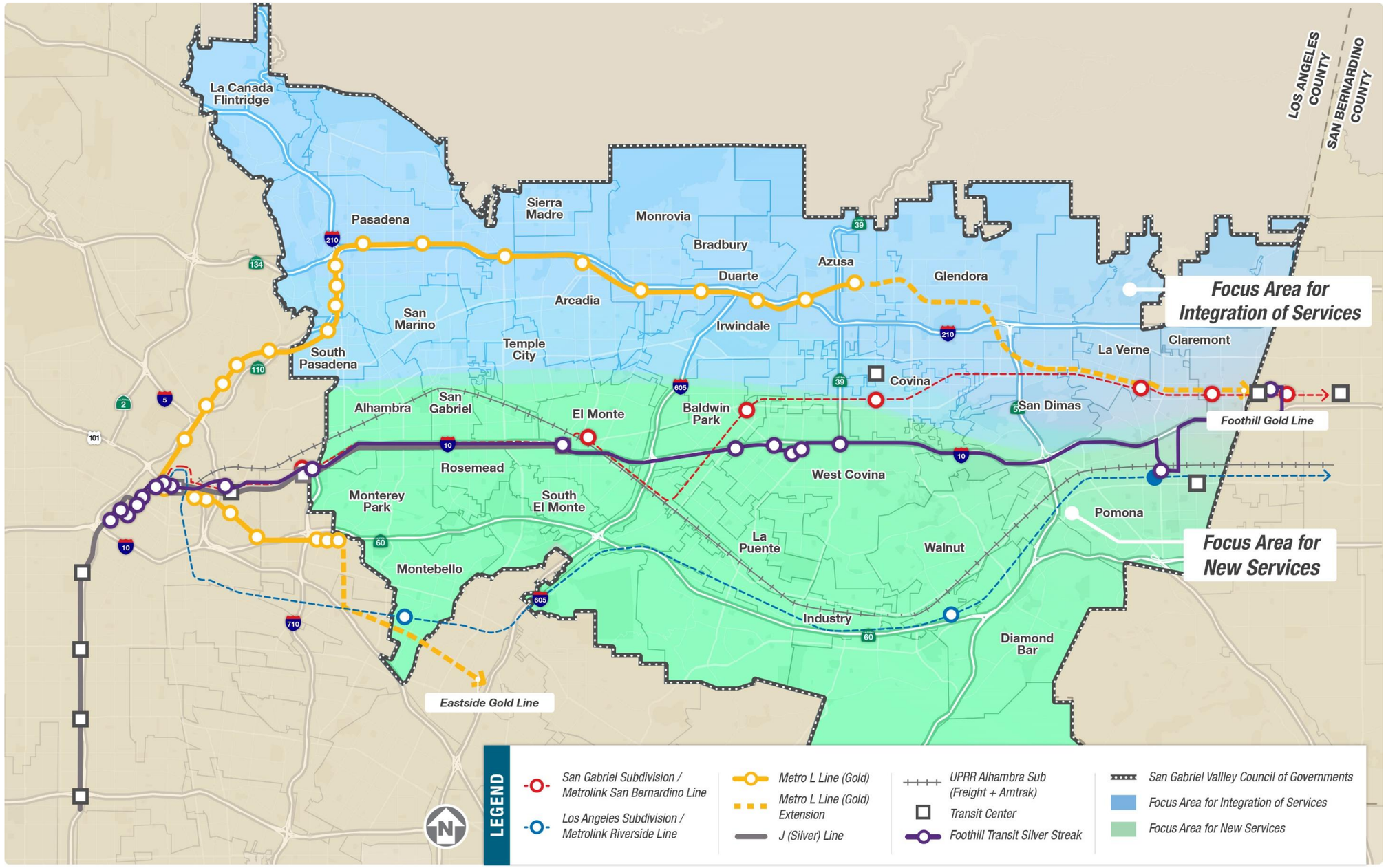
1. Alhambra
2. Arcadia
3. Azusa
4. Baldwin Park
5. Bradbury
6. Claremont
7. Covina
8. Diamond Bar
9. Duarte
10. El Monte
11. Glendora
12. Industry
13. Irwindale
14. La Cañada Flintridge
15. La Puente
16. La Verne
17. Monrovia
18. Montebello
19. Monterey Park
20. Pasadena
21. Pomona
22. Rosemead
23. San Dimas
24. San Gabriel
25. San Marino
26. Sierra Madre
27. South El Monte
28. South Pasadena
29. Temple City
30. Walnut
31. West Covina

The Study Area also includes LA County Districts 1, 4, and 5, San Gabriel Valley Municipal Water District, Three Valleys Municipal Water District, and the Upper San Gabriel Valley Municipal Water District. Figure **1** shows the overall Study Area and the jurisdictional boundaries.

For the purposes of this project, there are two different focus areas within the Study Area Boundary. The *Focus Area for Integration of Services* will leverage existing assets such as the Metro L Line (Gold) to integrate with connecting services. The Focus Area for New Services will target areas that are currently underserved and lacking quality transit service. The Focus Area for New Services includes the I-10 and SR-60 corridors, which both serve as vital east/west corridors through the San Gabriel Valley.

Figure **1** illustrates the Study Area boundaries and the two focus areas described in this report.

Figure 1 - Project Map



1.2 Study Area Background

Metro's Eastside Transit Corridor Phase 2 Project

In 2007, an Alternatives Analysis (AA) for the Eastside Phase 2 Transit Corridor project, evaluated 47 light rail transit (LRT) and bus rapid transit (BRT) alternatives. In 2009, the Metro Board approved the AA and identified the SR 60 Alternative and the Washington Alternative to be carried forward. The locations of the alignments prompted involvement from local, state, and federal agencies.

In 2014, the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) was released for public comment.[1] Due to the volume and scope of comments received, the Metro Board deferred the selection of a Locally Preferred Alternative (LPA) and directed staff to carry out further technical studies. Additional technical analyses were pursued to collect supporting information and documentation. Metro also engaged various cooperating and participating agencies to discuss SR 60 Alternative issues and constraints. The SR-60 alternative received numerous comments from cooperating and participating agencies and stakeholders due to the OII Superfund site, potential impacts on the adjacent Market Place in Monterey Park, running parallel and near the SR 60 freeway, adjacent to environmental sensitive resources such as the Whittier Narrows Flood Control Basin and Whittier Narrows Recreation Area, major utility corridors, and potential impacts on the on- and off-ramps. Caltrans also expressed concerns regarding the need to accommodate the SR-60 future expansion plans, requiring a future guideway to be relocated approximately 93 feet, further increasing potential constraints and impacts and requiring additional property acquisitions, construction impacts and costs.[2]

In 2019, Metro released a Recirculated EIS/EIR due to the many changes made from the original Draft EIS/EIR. In 2020, Metro withdrew SR-60 as a project alternative and decided to proceed with the Washington alternative.[3]

In 2020, the Metro Board approved an independent feasibility study specifically for the San Gabriel Valley communities along the State Route 60 corridor.[4] The importance of SR-60, and the surrounding communities, remained and therefore a new independent feasibility study for

[1, 2, 3] State of California, Governor's Office of Planning and Research, California Environmental Quality Act (CEQA). (2019, May). *CEQAnet Web Portal.* Los Angeles County Metropolitan Transportation Authority. https://files.ceqanet.opr.ca.gov/100090-3/attachment/aaiJek2D5YlkJEDmOsn-geTtkj0Kym3EWuTCdVqOfwZz8oq8aqd4_VDo50mmDdpiNKAOK8UXB586xSBp0

[2] Los Angeles County Metropolitan Transportation Authority (Metro). (2020, January). *Final SR 60 and Combined Alternatives Issues and Constraints.* http://libraryarchives.metro.net/DB_Attachments/200127%20Attachment%20A%20ESP2%20Final%20SR%2060%20and%20Combined%20Alternatives%20Issues%20and%20Constraints%20Report.pdf

[3] Los Angeles County Metropolitan Transportation Authority (Metro). (2021, January). *Eastside Transit Corridor Phase 2*. https://media.metro.net/2021/EastsidePhase2_FactSheet_Jan2021.pdf

[4] Los Angeles County Metropolitan Transportation Authority (Metro), (2020, February). *Board Report, Regular Board Meeting February 27, 2020.* https://metro.legistar.com/LegislationDetail.aspx?ID=4539340&GUID=B6044D05-C6B6-47F8-9EA2-9728A6B71B1F

high-quality transit service in the San Gabriel Valley would follow. The Metro Board identified Measure R/Measure M funding currently available in 2053 for the potential project.[5]

Measure M Subregional Mobility Matrix

In March 2015, Metro released the Subregional Mobility Matrix, which identified key findings for the travel patterns and behaviors in the San Gabriel Valley. The Mobility Matrix determined that growth in the number of downtown commuters would continue to increase congestion on the regional freeways and result in spill over on local roads.[6] The Mobility Matrix predicted that existing pass-through trips (predominantly east-west) are expected to grow by more than 20,000 per day over the next ten years.[7]

The Mobility Matrix concluded that "the San Gabriel Valley produces about 6.1 million trips and attracts about 5.7 million person trips per day. About 70% of weekday person trips consist of trips occurring entirely within the San Gabriel Valley."[8] The report identifies Central Los Angeles and Gateway Cities as the most popular subregional travel markets for the San Gabriel Valley.

Metro Long Rang Transportation Plan

The Metro 2020 Long Range Transportation Plan is a $400-billion investment plan for transit and transportation projects for the next 30 years. The plan includes an additional 100 miles of rail transit throughout LA County, as well as various freeway improvements, and bicycle and pedestrian projects. Most of the funding for this plan comes from Measure M, which was passed by county voters in November 2016. [9]

Metro Measure M Subregional Improvements

In May 2019, Metro's Planning and Programming Committee held a board meeting that discussed recommendations for improvements funded by Measure M for the San Gabriel Subregion[10]. The improvements were approved as Consent Calendar Agenda Item #16 and are stated in the report summarized in the table below[11].

[5] Los Angeles County Metropolitan Transportation Authority (Metro). (2020, July). *Archive Search Metro's Board Records from 1993-201*5. http://boardarchives.metro.net/BoardBox/2020/200701_SGV_Transit_Feasibility_Study.pdf
[6, 7, 8] Los Angeles County Metropolitan Transportation Authority (Metro). (2015, March*). Archive Search Metro's Board Records from 1993-2015.* http://libraryarchives.metro.net/DPGTL/studies/2015-subregional-mobility-matrix-san-gabriel-valley-v4.pdf

[9] Los Angeles County Metropolitan Transportation Authority (Metro). (2020, September). *2020 Long Range Transportation Plan.* https://www.dropbox.com/s/tly4nj6w00y8m7l/LRTP-2020-Final.pdf?dl=0
[10] Los Angeles County Metropolitan Transportation Authority (Metro). (2019, May). *Board Report: Measure M Multi-Year Subregional Program – San Gabriel Subregion.*
[11] Los Angeles County Metropolitan Transportation Authority (Metro). (2019, May). *Minutes: Thursday, May 23rd, 2019.*

Table 1 - Summary of San Gabriel Valley Measure M Subregional Improvements

Project Type	Agency	Project Location	Total Cost
Bus System Improvement Program	Foothill Transit	Colorado Boulevard Corridor Signal Priority Update	$286,316
	Foothill Transit	Amar Boulevard Corridor Improvement Project	$211,158
Highway Efficiency Program	SGVCOG (ACE)	State Route 60 and Lemon Avenue	$5,273,500
Active Transportation Program	City of Alhambra	Lit Crosswalk Control Devices	$636,800
	City of El Monte	El Monte Fern and Elliot Class 3 Bike Boulevard Project	$582,075
	City of Industry	City of Industry East-West Bikeway Project	$1,492,500
	Los Angeles County	Huntington Drive Bike Lanes	$4,278,500
	City of Monrovia	Monrovia Active Community Travel Vinculum	$3,880,000
	City of Pomona	San Jose Creek Multi-Use Bikeway	$1,428,876
	City of Rosemead	Mission Drive: Pedestrian Hybrid Beacon System	$388,050
	City of Temple City and Los Angeles County	Eaton Canyon Wash Bike Trail	$1,990,000
First/Last Mile and Complete Streets Program	City of Arcadia	Arcadia Gold Line Station Pedestrian Access Corridors	$1,741,250
First/Last Mile and Complete Streets Program	City of Baldwin Park	Baldwin Park Transit Center Fist-Last Mile Project	$652,975
	City of Claremont	College Avenue Pedestrian and Bike Improvements	$686,945
	City of Covina	Citrus Avenue Complete Streets Enhancements	$1,741,250
	City of Diamond Bar	Diamond Bar Blvd. Complete Streets Project	$2,985,000
	City of Duarte	Duarte Gold Line Station Pedestrian	$1,620,855

Project Type	Agency	Project Location	Total Cost
		Access and Bicyclist Safety Improvements	
	SGVCOG (City of La Verne)	Gold Line Transit Oriented Development Pedestrian Bridge	$895,500
	City of San Dimas	San Dimas Avenue Pedestrian and Bikeway Improvement Project from Gold Line Station to Avenida Loma Vista	$895,500
	City of South El Monte	Santa Anita Avenue Walkability Project	$5,671,500

2 LAND USE PATTERNS

Existing land use data for the Study Area was derived from the Southern California Association of Governments (SCAG) land use information (2016). Figure **1** shows the existing land uses within the Study Area. The predominant land use in the San Gabriel Valley is low density residential. Monterey Park, Alhambra, Pasadena, and Rosemead show concentrations of medium-to-high density residential, whereas West Covina and Walnut have some of the highest concentrations of low density residential.

The areas which border the I-605 and SR-60 freeways contain mostly industrial uses. The cities with the greatest industrial uses include Irwindale, Industry, La Puente, Montebello, South El Monte, and El Monte.

Commercial land use is concentrated in smaller clusters and commercial corridors throughout the San Gabriel Valley. Concentrations of commercial uses are in South Pasadena, Pasadena, Arcadia, and Irwindale. Compared to other land uses, commercial use is sparse throughout the Valley.

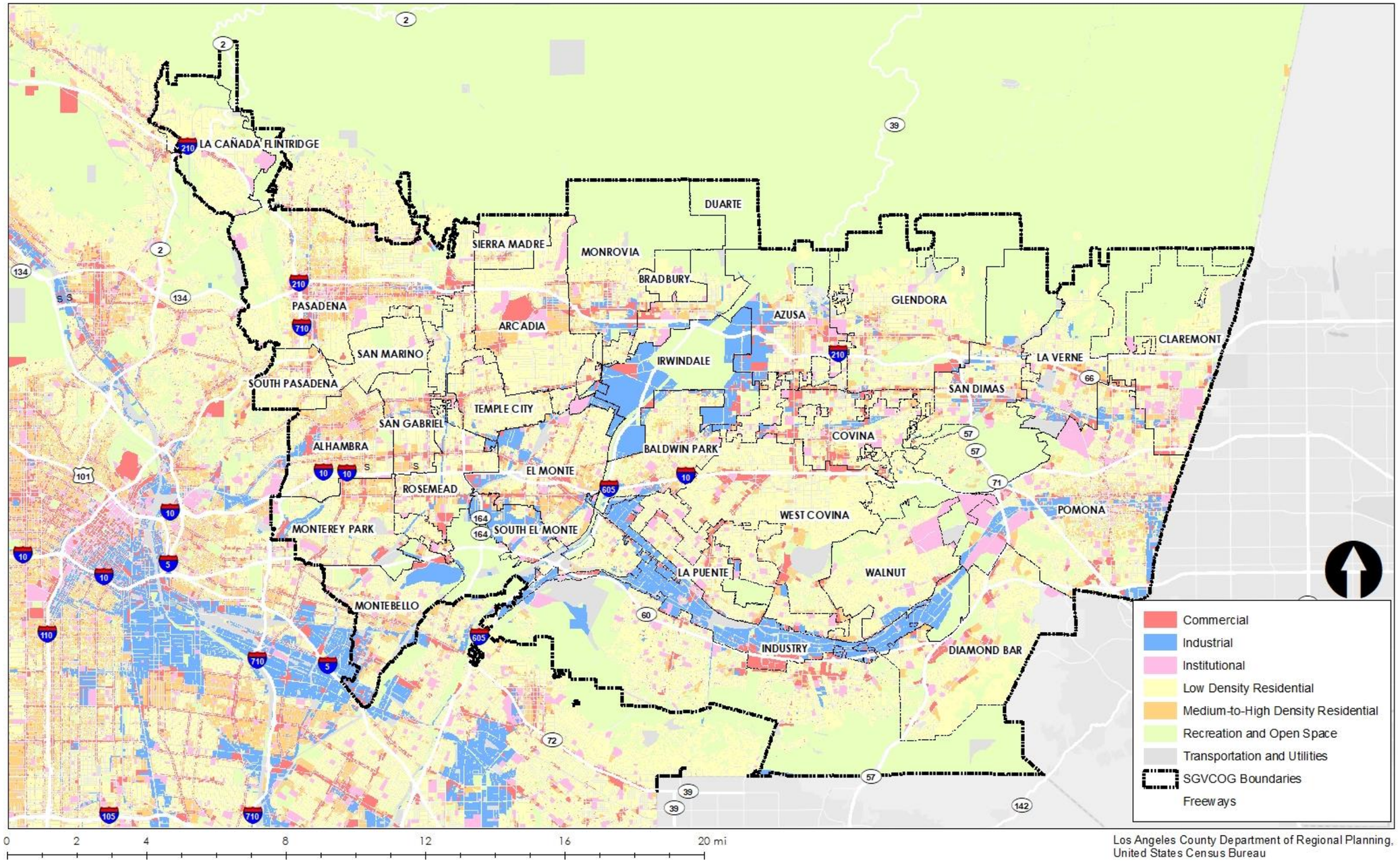
Educational/institutional uses are most prominent within the San Gabriel Valley, particularly within the cities of Pomona, Claremont, and La Verne. Educational institutions in the San Gabriel Valley include Cal Poly Pomona, California Institute of Technology, University of La Verne, Mt. San Antonio College, Pasadena City College, Claremont College Consortium, Azusa Pacific University, and East Los Angeles College.

Table 2 shows the percentages of land use in the San Gabriel Valley compared to LA County. The most notable differences are the smaller percentage of open space in the San Gabriel Valley compared to LA County and the higher percentage of low density residential housing in the San Gabriel Valley.

Table 2 - Land Use Comparison

Land Use Type	LA County	San Gabriel Valley
Commercial	2.6%	5.9%
Industrial	6.2%	7.7%
Institutional	4.0%	6.5%
Low Density Residential	**14%**	**40%**
Medium to High Density Residential	2.6%	5.8%
Recreational / Open Space	**64.5%**	**30.3%**
Uncoded/Under Construction	6.1%	3.8%
TOTAL	**100.0%**	**100.0%**

Table 3 - San Gabriel Valley Land Use Map



3 MAJOR ATTRACTORS AND GENERATORS

The following section provides a brief description of major attractors and generators within the Study Area. The summaries are organized by major activity categories including cultural, educational institutions, employment centers, entertainment centers, commercial centers and recreation and open space. Each category has its own metric to generate the list of attractors and generators.

3.1 Cultural

The following institutions were selected for their cultural significance to the San Gabriel Valley. Major cultural institutions are classified for attracting at least 100,000 visitors annually, while minor institutions are included for their diversity and representation of the various populations in the San Gabriel Valley.

Major Cultural Institutions:

The Huntington

The Huntington Gardens occupy approximately 200 acres of land in San Marino. The Gardens host over 800,000 visitors per year from all over the world, making it among the most widely visited in Southern California.[12] The busiest days tend to be weekends and holidays.

Descanso Gardens

Descanso Gardens, located in La Cañada Flintridge, occupies approximately 150 acres, and offers a wide variety of flora for visitors to see. The Descanso Gardens see over 500,000 visitors per year.[13] Like the Huntington, their busiest days are weekends and holidays.

Los Angeles County Arboretum

Los Angeles County Arboretum is a widely recognized historical site and botanical garden that covers approximately 127 acres in the San Gabriel Mountains in Arcadia, CA.[14] The gardens see approximately 300,000 visitors with busy days trending on weekends and holidays.[15]

[12] The Huntington Library, Art Museum, and Botanical Gardens. (2021, August). *Visit.* https://www.huntington.org/visit
[13] Descanso Gardens Guild. (2021, August). *About.* https://www.descansogardens.org/about/
[14] Los Angeles County Arboretum & Botanic Gardens. (2021, August). *About.* https://www.arboretum.org/about/
[15] ArbNet. (2021, August). *Los Angeles County Arboretum & Botanic Garden*. http://www.arbnet.org/morton-register/los-angeles-county-arboretum-botanic-garden

Minor Cultural Institutions

Norton Simon Museum

The Norton Simon Museum in Pasadena holds various visiting exhibits, a permanent collection, and a sculpture garden. It may be as a small to medium sized museum, but its collection of well-known artists attracts many visitors per year.[16]

Monrovia Historical Museum

The Monrovia Historical Museum is in the City of Monrovia and includes buildings dating back to 1907. The Historic Museum includes an exhibit of the Pacific Electric Red Car, which is a small representation of the region's transit history.[17]

Vincent Price Art Museum

The Vincent Price Art Museum includes seven art galleries, a performing arts center, and totals about 160,000 square feet of space.[18] The Museum is located in Monterey Park.

Monterey Park Historical Museum

The Monterey Park Historical Museum is a key resource for historical sites within the City of Monterey Park. It is a small museum that provides tours to the public.[19]

The African American Museum of Beginnings

Located in Pomona, the African American Museum of Beginnings is a museum centered around African and African American history, culture, and artwork.[20]

Workman and Temple Family Homestead Museum

The Workman and Temple Family Homestead Museum is a collection of historic houses that are open to tours for the public. The Museum is located in the City of Industry.

Latino Art Museum

The Latino Art Museum is located in Pomona and features different artwork created by Latino artists and is centered around Latino history and experience.[21]

[16] Norton Simon Museum. (2021, August). *Home.* https://www.nortonsimon.org/
[17] Monrovia Historical Museum. (2021, August). *Home.* https://www.monroviahistoricalmuseum.org/
[18] Vincent Price Art Museum. (2021, August). *History.* http://vincentpriceartmuseum.org/about%EF%80%A2history.html
[19] City of Monterey Park, California. (2021, August). *Historical Museum.* https://www.montereypark.ca.gov/590/Historical-Museum
[20] The African American Museum of Beginnings. (2021, August). *About.* https://www.taamb.org/about-us
[21] Latino Art Museum. (2021, August). *Home.* https://lamoa.net/

Covina Historical Museum

Covina Historical Museum is a historic resource for the City of Covina. They provide various social and educational events, and walking tours of Downtown Covina.[22] They also provide tours of the first civic building in Covina, which dates back to 1911 and is called the Firehouse Jail.[23]

American Museum of Ceramic Art

The American Museum of Ceramic Art is focused on the medium of ceramic arts and features various exhibits, educational workshops, and a ceramics studio for artists.[24]

3.2 Educational Institutions

The following colleges and universities offer opportunities for higher education in the San Gabriel Valley.

Cal Poly Pomona

California Polytechnic State University in Pomona is a public university with approximately 27,000 undergraduate and graduate students.[25]

California Institute of Technology

California Institute of Technology (CalTech) is a private research university that is highly specialized in the science and engineering fields. There are approximately 2,000 students at CalTech; this includes both undergraduate and graduate students.[26]

University of La Verne

University of La Verne is a private university with approximately 7,000 students, about half of whom are undergraduates and the other half graduate students.[27]

Mt. San Antonio College

Mt. San Antonio College is a public community college in Walnut, CA. It has approximately 30,000 students.[28]

[22] Covina Valley Historical Society. (2021, August). *Home.* https://covinamuseum.org/
[23] City of Covina, California. (2021, August). *Covina Museums.* https://covinaca.gov/community/page/covina-museums
[24] American Museum of Ceramic Art. (2021, August). *Home.* https://www.amoca.org/
[25] California State Polytechnic University, Pomona (Cal Poly Pomona). (2021, August). *Overview- Facts & Figures.* https://www.cpp.edu/aboutcpp/calpolypomona-overview/facts-and-figures.shtml
[26] California Institute of Technology (Caltech). (2021, August). *Enrollment Statistics.* https://registrar.caltech.edu/records/enrollment-statistics
[27] University of Laverne. (2021, August). *La Verne Facts.* https://laverne.edu/institutional-research/la-verne-facts/
[28] U.S. News & World Report. (2021, August). *Mt San Antonio College Overview.* https://www.usnews.com/education/community-colleges/mt-san-antonio-college-CC05694

Pasadena City College

Pasadena City College (PCC) is a public community college in Pasadena, CA. PCC has approximately 30,000 students enrolled each semester.[29]

Claremont College Consortium

The Consortium includes Pomona College, Pitzer, Claremont McKenna, Claremont Graduate School, Keck Graduate School, Scripps, and Harvey Mudd. The colleges are in close proximity in Claremont, CA, with approximately 8,500 students.[30]

Azusa Pacific University

Azusa Pacific University is a private Christian university with approximately 9,000 students, including undergraduate, graduate, and doctoral students.[31]

East Los Angeles College

East Los Angeles College (ELAC) is a public community college located in Monterey Park, and enrolls over 31,000 undergraduate and graduate students.[32]

3.3 Employment

There are multiple employment centers located throughout the San Gabriel Valley. The following companies are highlighted because their corporate headquarters are located in the San Gabriel Valley.

Southern California Edison (SCE)

SCE is a utility company that provide electrical power to Southern California. Their corporate headquarters are located in the city of Rosemead.

Kaiser Permanente

Kaiser Permanente is a healthcare provider that is often comprised of large campuses with many healthcare facilities on site. Their corporate offices are in the City of Industry with health campuses in Baldwin Park, Montebello, La Puente, Irwindale, West Covina, San Dimas, and Pasadena.[33]

[29] Pasadena City College. (2021, August). *Home.* https://pasadena.edu/
[30] The Claremont Colleges. (2021, August). *Home.* https://www.claremont.edu/
[31] Azusa Pacific University. (2021, August). *University Fact Sheet.* https://www.apu.edu/live_data/files/112/university_fact_sheet.pdf
[32] US Department of Education. (2021, August). *College Scoreboard.* https://collegescorecard.ed.gov/school/?113856-East-Los-Angeles-College
[33] Kaiser Permanente. (2021, August). *Doctors & Locations.* https://healthy.kaiserpermanente.org/southern-california/doctors-locations#/search-form

Majestic Realty Co

Majestic Realty Co. is a real estate development company that develops industrial, retail, and office space. Their headquarters are in the City of Industry.

Ready Pac Produce

Ready Pac Produce is a produce company that distributes to major grocery stores and large retail corporations such as Albertsons, Walmart, Costco, Gelson's, Target, Bristol Farms, Superior Grocers and many more. Its headquarters are located in the City of Irwindale.[34]

Trader Joe's

Trader Joe's is a grocery chain with over 500 stores nationwide. Their headquarters are in the City of Monrovia.[35]

Jet Propulsion Laboratory

NASA Jet Propulsion Laboratory (JPL) employees about 5,000 people and is located in the north part of Pasadena.[36] JPL's business hours are between 7AM-4:45PM Monday-Friday, which is when they majority of their employees are on site. JPL also offers tours to the public.

Hospitals and Medical Campuses

In addition to Kaiser Permanente's headquarters here are several large hospitals and medical campuses throughout the San Gabriel Valley that serve as important employment centers. The most notable of these are City of Hope (Duarte), the San Gabriel Valley Medical Center (San Gabriel), Garfield Medical Center (Monterey Park), Kaiser Permanente (notably Baldwin Park and Irwindale), Kindred Hospital (West Covina and Baldwin Park), Greater El Monte Community Hospital (South El Monte), Monrovia Memorial Hospital (Monrovia), and the Pomona Valley Medical Center (Pomona).

3.4 Entertainment

The following locations have a daily capacity of at least 5,000 visitors. Parks that are primarily open space parks do not generally generate trips served by transit.

Rose Bowl

The Rose Bowl is located in Pasadena and is capable of hosting 90,000 spectators.[37] It is home to major concerts, swap-meets, competitive races such as the Rose Bowl Half Marathon, the Rose Bowl Football Game, and serves as the home stadium for University of California Los

[34] Ready Pac Foods. (2021, August). *Store Locator.* https://www.readypac.com/store-locator/
[35] Trader Joe's. (2021, August). *Stores.* https://locations.traderjoes.com/
[36] Space.com. (2021, August). *NASA's Jet Propulsion Laboratory (JPL): Facts & Information.* https://www.space.com/16952-nasa-jet-propulsion-laboratory.html
[37] Eventective. (2021, August). *Rose Bowl Stadium.* https://www.eventective.com/pasadena-ca/rose-bowl-stadium-672169.html

Angeles' (UCLA) football team. The Rose Bowl hosts a large flea market the second Sunday of every month.

Irwindale Speedway

Irwindale Speedway hosts various events, typically related to the automotive industry. The track, with its ~6500-person capacity, is located in Irwindale and is approximately a half mile in length.[38] [39]

Pomona Fairplex

The Pomona Fairplex is a multi-purpose 543-acre campus that is used for major events such as the LA County Fair.[40] It is home to music festivals, food fairs, car shows, cultural events, and many other unique and specialty events.

Santa Anita Park

Santa Anita Park is a hotspot for activity, including a horse racetrack, a neighboring mall, and the Arboretum (mentioned above). The park draws between 1.3 and 1.5 million visitors per year.[41]

3.5 Recreation and Open Space

The following parks and recreational areas are the largest and most notable recreational facilities in the San Gabriel Valley.

Echo Mountain

Echo Mountain is a 3,207-foot peak located above Altadena in the San Gabriel Mountains. It features a popular hiking trail, Sam Merrill Trail, which provides access to the summit. [42]

Mount Wilson

Mount Wilson is a 5,713-foot peak that is home to the Mount Wilson Observatory. It also features a hiking trail to its summit. The Observatory is also open to the public and offers regular tours. [43]

[38] Irwindale Speedway. (2021, August). *Directions and Map.* https://irwindalespeedway.com/directions-and-map/
[39] NASCAR. (2021, August). *Irwindale Speedway.* https://hometracks.nascar.com/tracks/irwindale-speedway/
[40] Fairplex. (2021, August). *About Fairplex.* https://fairplex.com/aboutus/aboutus
[41] Santa Anita Park. (2020, February). *Press Releases.* https://www.santaanita.com/press-releases/city-of-arcadia-receives-over-1-5-million-in-annual-revenue-from-santa-anita-park/
[42] United States Department of Agriculture Forest Service (2020, November). *Echo Mountain Trail via Cobb Estate*. https://www.fs.usda.gov/recarea/angeles/recarea/?recid=42074
[43] Mount Wilson Observatory (2021, August). *Home*. https://www.mtwilson.edu/

Big Dalton Canyon Trail

Big Dalton Canyon Trail is a 2.8-mile trail located in the San Gabriel Mountains, north of the city of Glendora. The City of Glendora also allows camping and private events at the adjacent Big Dalton Canton Wilderness Park[44]

Whittier Narrows Recreation Area

Whittier Narrows Recreation Area is a 1,492-acre park located near the City of South El Monte in unincorporated LA County. The park features and allows a large swath of activities, including sports, boating, hiking, birdwatching, horseback riding, and gathering areas. [45]

Santa Fe Dam Recreation Area

Santa Fe Dam Recreation Area is an 836-acre park located in Irwindale. The park features a wide range of activities, such as splash pads, a swimming area, sports, concerts, hiking, and biking[46]

Peter F. Schabarum Regional Park

Peter F. Schabarum Regional Park is a 575-acre park located in Rowland Heights. The park features a multitude of activities such as sports, concerts, playgrounds, hiking, and biking.[47]

Frank G. Bonelli Regional Park

Bonelli Regional Park is an 1,800-acre park located in San Dimas. It features boating, picnic areas, swimming, fishing, sports, hiking, and biking.[48]

Claremont Hills Wilderness Park

Claremont Wilderness Park is a large park located at the base of the San Gabriel Mountains in Claremont. It features a five-mile trail and allows hiking, mountain biking, and horseback riding[49]

3.6 Commercial

The following commercial areas are highlighted for offering a mix of retail and dining, whether as walkable shopping districts or purpose-built malls.

[44] City of Glendora (2021, August). *Big Dalton Canyon Wilderness Park.* https://www.cityofglendora.org/departments-services/parks-recreation-senior-services/park-map-locator/big-dalton-canyon-campground
[45] Los Angeles County (2021, August). *Whittier Narrows Recreation Area.* https://parks.lacounty.gov/whittier-narrows-recreation-area/
[46] Los Angeles County (2021, August). *Santa Fe Dam Recreational Area*. https://parks.lacounty.gov/santa-fe-dam-recreational-area/
[47] Los Angeles Count (2021, August). *Peter F. Schabarum Regional Park* https://parks.lacounty.gov/peter-f-schabarum-regional-county-park/
[48] Los Angeles County (2021, August). *Frank G. Bonelli Regional Park* https://parks.lacounty.gov/frank-g-bonelli-regional-park/
[49] City of Claremont (2021, August). *Claremont Hills Wilderness Park* https://www.ci.claremont.ca.us/government/departments-divisions/human-services/parks/claremont-hills-wilderness-park-chwp

Old Town Pasadena

Old Town Pasadena serves as the business district for Pasadena. It is a walkable area with many retail stores. Old Town also includes Pasadena City Hall, other civic buildings, and public parks.

Westfield Santa Anita

Westfield Santa Anita is a shopping center in Arcadia with over 120 stores. It is located next to Santa Anita Park.[50]

Plaza West Covina

Plaza West Covina is an indoor shopping mall with approximately 170 stores and is adjacent to I-10.

The Marketplace

The Marketplace in Monterey Park is adjacent to SR-60 (on the north side) with national tenants such as the Home Depot and Costco.

The Shops at Montebello

The Shops at Montebello is an indoor shopping mall, located just south of SR-60, with over 120 stores.[51]

Rosemead Place Shopping Center

Rosemead Shopping Center is a mini mall; anchor tenants in the development include Ross and Target.

The Shops on Lake Ave

The Shops on Lake Ave is a commercial corridor located in the City of Pasadena. The corridor is pedestrian oriented with parallel street parking, streetscaping and popular stores on either side. The end of the Corridor includes a development called the Shops on Lake Avenue, which is a small indoor mall.

[50] Westfield. (2021, August). *Stores at Santa Anita.* https://www.westfield.com/santaanita/stores
[51] Malls & Centers Shopping Guide. (2021, August). *The Shops at Montebello.* https://www.mallscenters.com/malls/california/the-shops-at-montebello

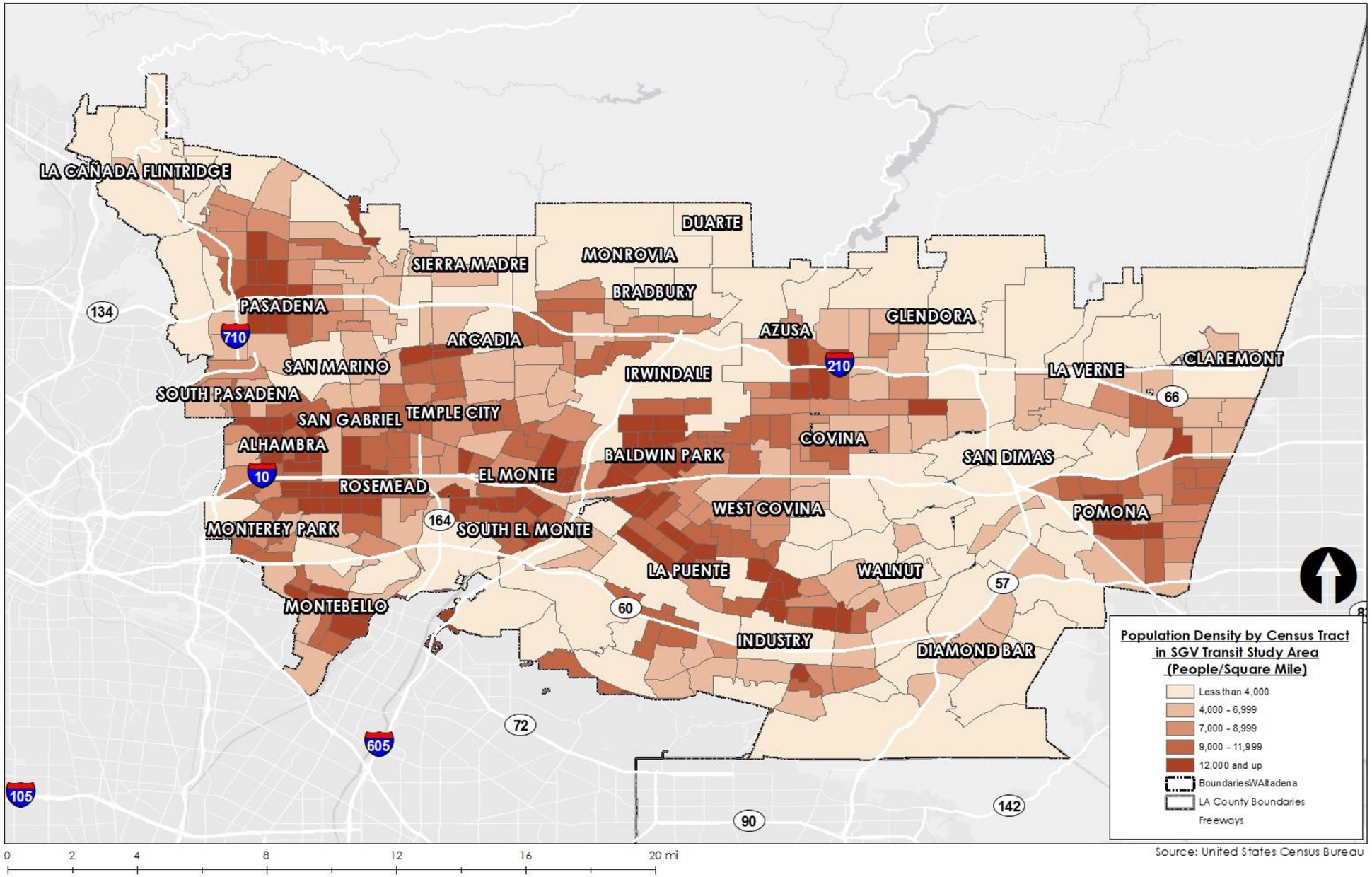
4 DEMOGRAPHIC CONTEXT

4.1 Population

The existing population in the San Gabriel Valley is approximately two million residents, which accounts for around 19% of LA County's total population[52]. Figure 2 illustrates population densities (residents per square mile) by census tract and highlights the areas of high population density by census tract. The top five cities with the highest population density (persons per square mile) are El Monte (11,968), La Puente (11,383), Baldwin Park (11,083), Alhambra (10,976), and Rosemead (10,436) (Appendix 2). A comprehensive list of the population density for each city within the San Gabriel Valley is provided in Appendix 2.

[52] United States Census Bureau (2021, September*). 2019 American Community Survey 5-Year Estimates*. https://data.census.gov

Figure 2 - Population Density by Census Tract



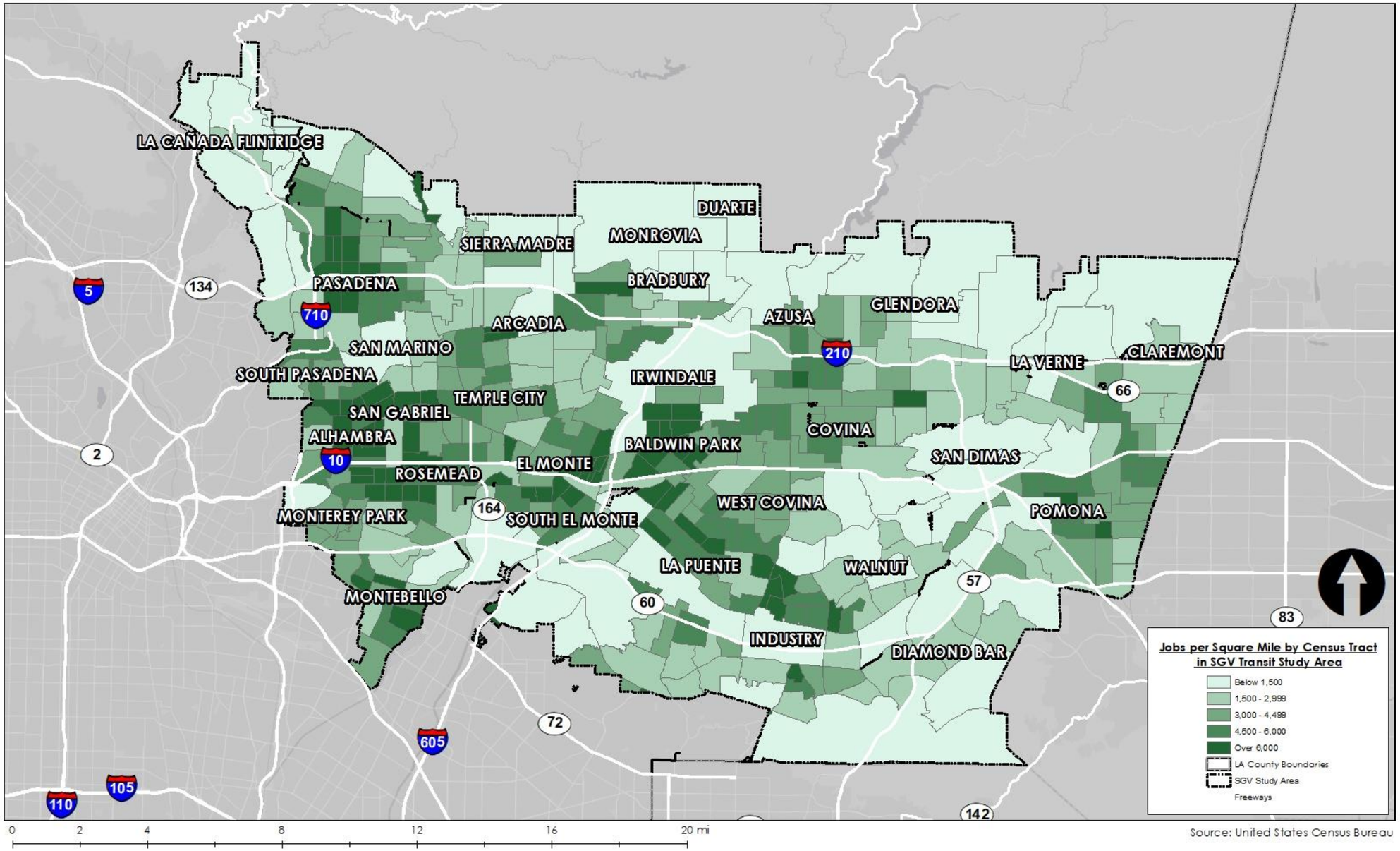
Source: United States Census Bureau

4.2 Employment

While San Gabriel Valley serves a large residential population, there are also high employment densities throughout the Study Area. San Gabriel Valley hosts a variety of job industries including manufacturing, retail, government, transportation, finance, real estate, construction, education, and trade service jobs.[53] These jobs are concentrated toward the center of the valley, particularly due to the large manufacturing and industrial industries and commercial areas. For example, the City of Industry is zoned for 92% industrial use and 8% commercial. The City of Pasadena has large commercial and some industrial areas, 7.5% and 1.5%, respectively, which provide a significant base for employment opportunities. Figure 3 illustrates jobs per square mile by census tract. There are 905,622 jobs within the San Gabriel Valley, making up about 18% of the total jobs in LA County. The following cities have the top five highest employment densities (jobs per square mile): Alhambra (5,482), El Monte (5,337), La Puente (5,308), Baldwin Park (5,244), and Rosemead (4,788).

[53] Population (2021, August) *The City of Industry* https://www.cityofindustry.org/about-industry/population

Figure 3 - Employment Density



Source: United States Census Bureau

4.3 Transit Dependent Population

According to the California Air Resources Board, Transit Dependent Populations are described as follows:

"Compared to the general population in the United States (US), transit riders tend to be younger overall and more likely to be people of color. People of color make up a majority of riders (60%), with African-American riders comprising the largest single group (24%) (Clark, 2017). Transit users are also considerably more likely to have lower incomes; although 13% of US households had household incomes of less than $15,000 in 2014, 21% of transit-using households had incomes below this level." [54]

The following section provides information on three categories of transit-dependent riders, being seniors, minors, and zero-car households.

4.4 Zero Car Households

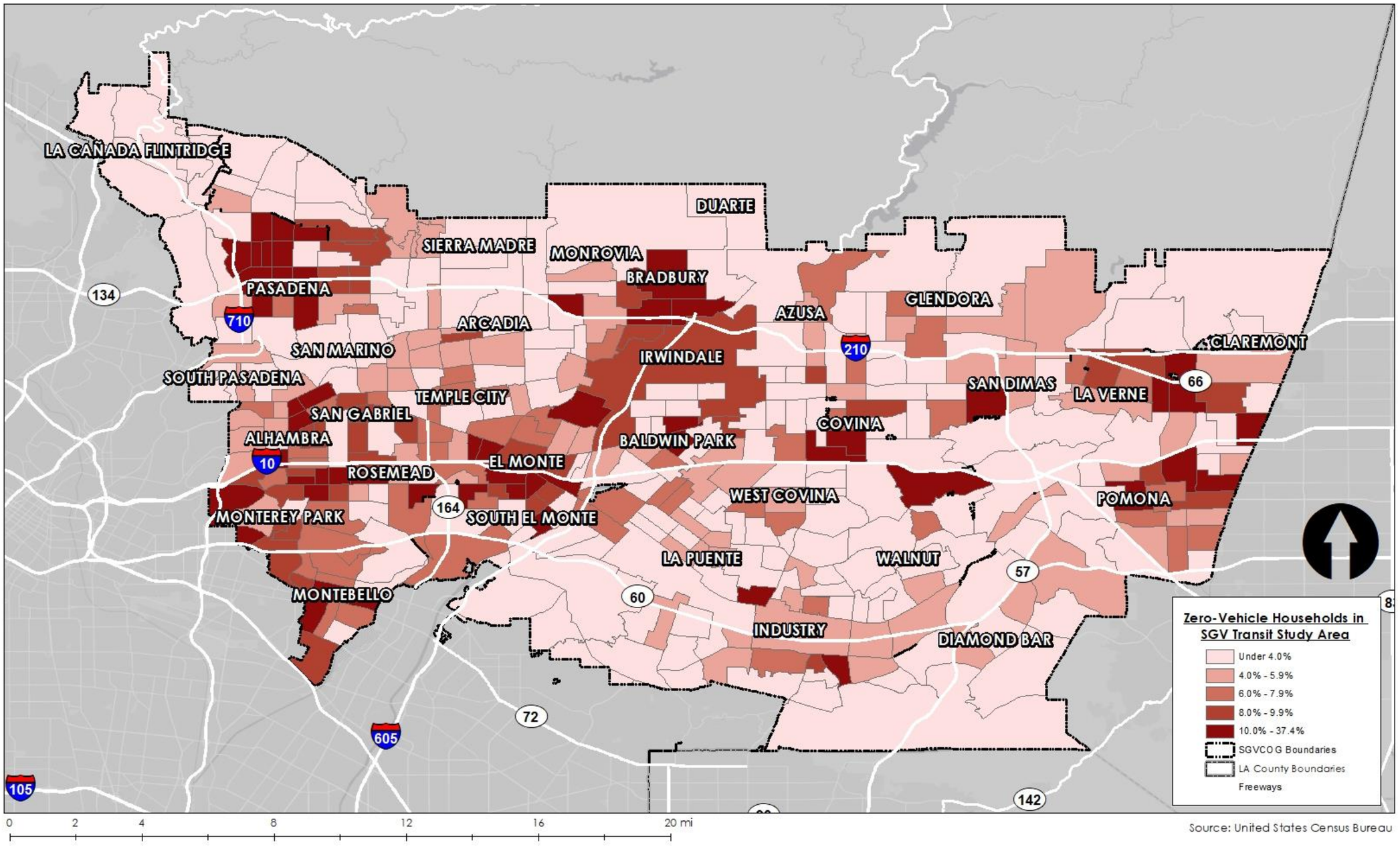
While a small minority of zero-vehicle households do not have vehicles by choice, there is considerable overlap between zero vehicle households, low-income households, and minority households. As shown in Figure 4, the larger concentrations of zero-car households are in the following areas: Pasadena, Monterey Park, Alhambra, El Monte, La Puente, Covina, La Verne, Pomona, and the unincorporated area north of Mt. San Antonio College. There are also concentrations of zero car households in affluent areas such as Bradbury and Pasadena. In Bradbury, this is most likely due to the high percentage of seniors living in the census tracts encompassing the city, which feature retirement homes such as Royal Oaks Retirement Community. In Pasadena, this is most likely due to the census tracts to the north of the I-210 freeway, which have a higher minority population than other areas of Pasadena and qualify as Equity Focus Communities. For comparison, 15.7% of households in the San Gabriel Valley are zero car households, and 8.7% of households in LA County are zero car households.

Almost all the cities within San Gabriel Valley have households that do not own/have access to a personal vehicle. Figure 4 displays the percentage of zero-car households by census tract. The highest percentages of zero-car households (greater than 20%) can be found within the cities of Pasadena, Bradbury, San Gabriel, Monterey Park, Montebello, Rosemead, Alhambra, El Monte, and Covina. Based on this data, the San Gabriel Valley has a significant portion of zero-car households. For example, the tract encompassing the area north of Mount San Antonio College in the city of Walnut has high concentrations of households without a car. For comparison, 15.7% of the total households in the San Gabriel Valley are zero car households, and 8.7% of households in LA County are zero car households. Data in the American Community Survey does not provide the percentage of zero-car households are also low income. However, Metro's Equity Focus Communities definition is the best way to determine the locations of low-income zero-car households, as these two definitions, along with minority populations, are used to define EFC communities.

[54] California Climate Investments Quantification Methods Assessment. (2019, August). *California Air Resources Board.* http://ww2.arb.ca.gov/sites/default/files/auction-proceeds//transit_factors_technical_081319.pdf

While Metro has included zero-vehicle households in its definition of Equity Focus communities, Figure 4 displays communities with high percentages zero-vehicle households in detail.

Figure 4 - Zero Car Households

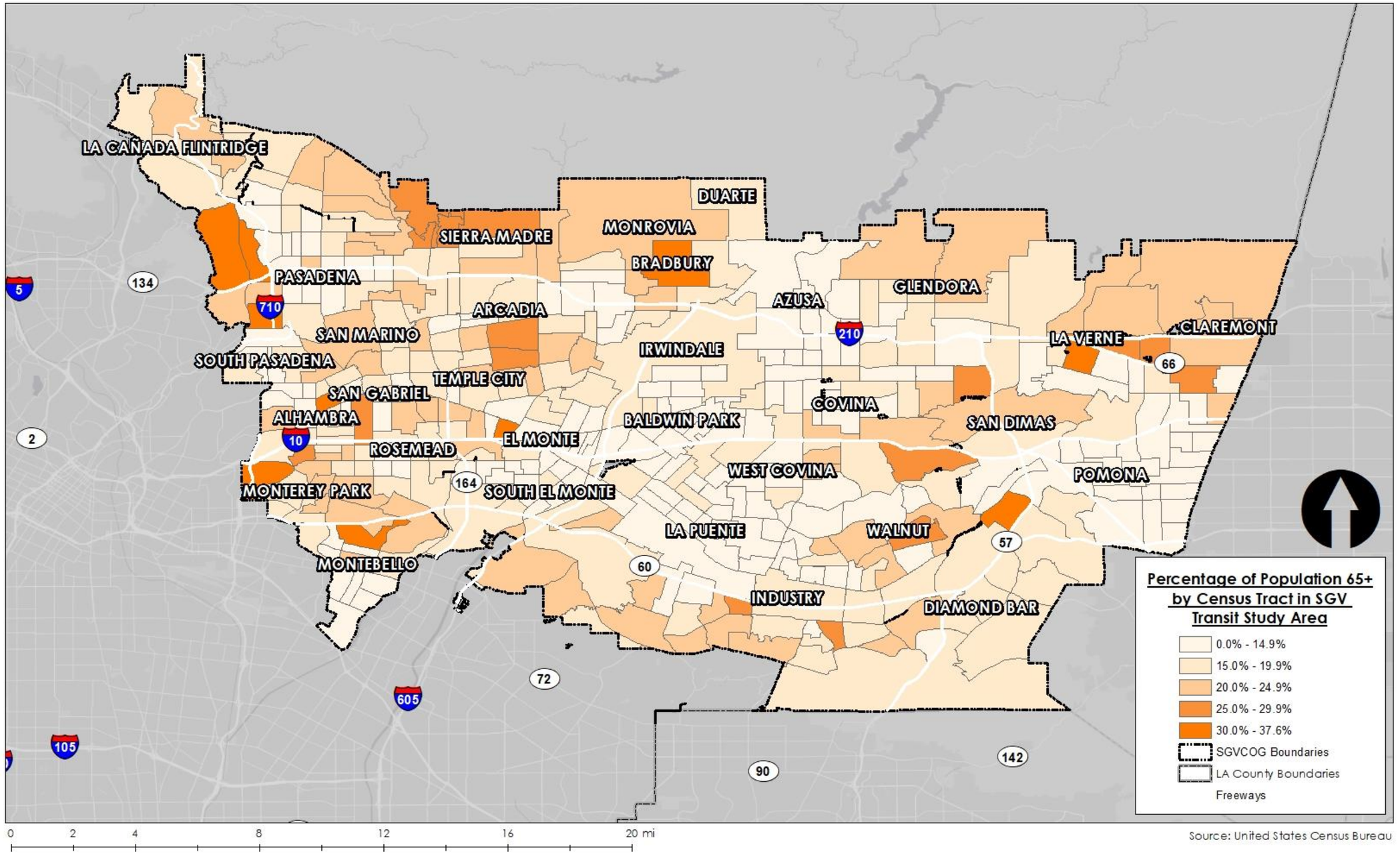


Source: United States Census Bureau

4.5 Senior Population

Figure **5** shows the percentage of the total population that are seniors (65 years and older) by census tract. Seniors make up around 21% of the population in the San Gabriel Valley. By comparison, around 13% of LA County's population is 65 or older. The cities with the highest percentage of the population age 65+ are Sierra Madre (22.81%), Monterey Park (21.62%), San Marino (20.91%), Walnut (20.56%), and La Verne (20.15%).

Figure 5 - Percentage of Seniors per Census Tract

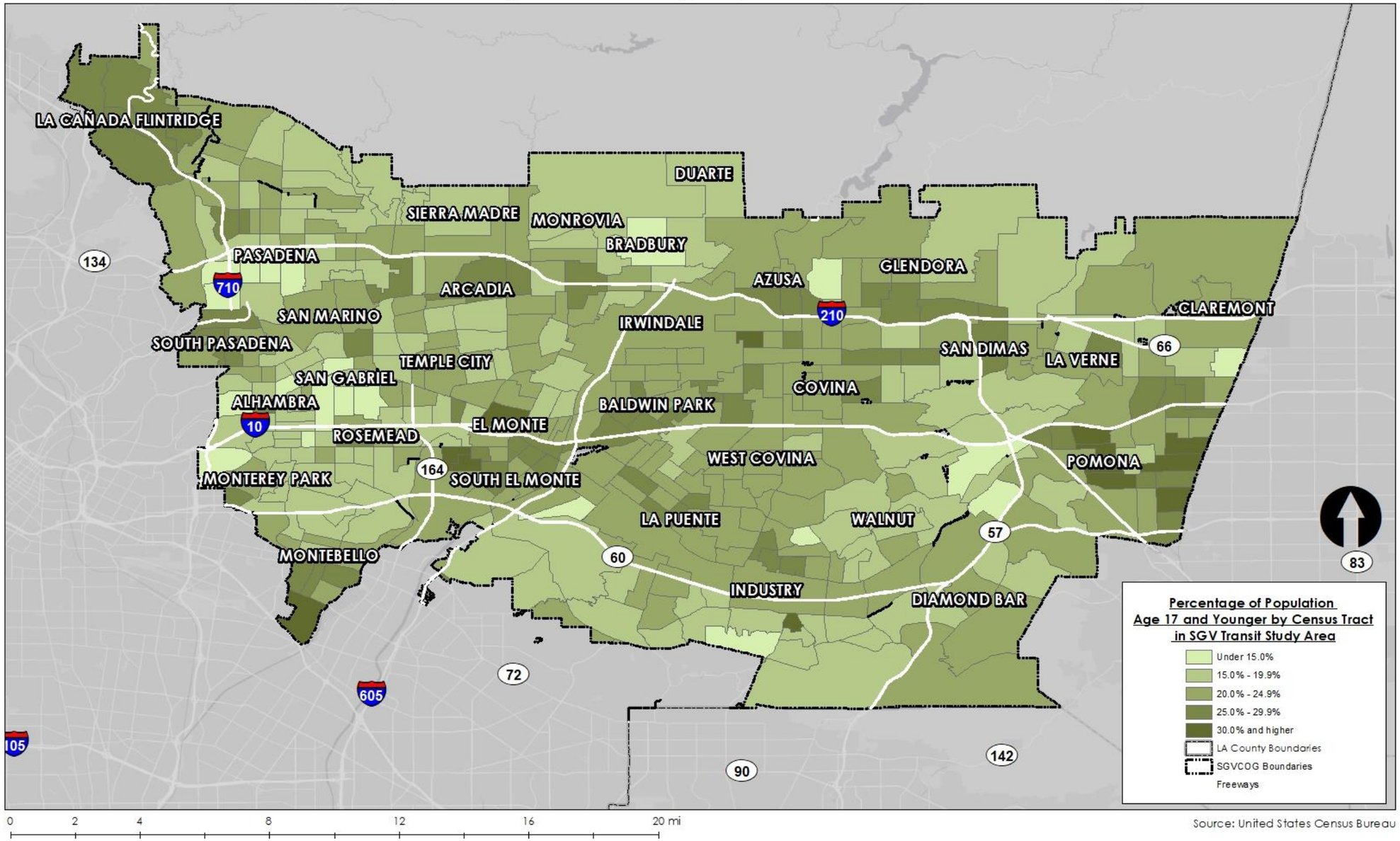


Source: United States Census Bureau

4.6 Minor Population

Figure 6 shows the percentage of minors (ages 17 and younger) compared to total population in a census tract. Minors make up 23% of the population in the San Gabriel Valley. LA County, by comparison, has a minor population that makes up 22% of the total population. The largest concentration of minors lives in the cities of Pomona, El Monte, and South El Monte.

Figure 6 - Minor Population per Census Tract



Source: United States Census Bureau

4.7 Equity Focus Communities

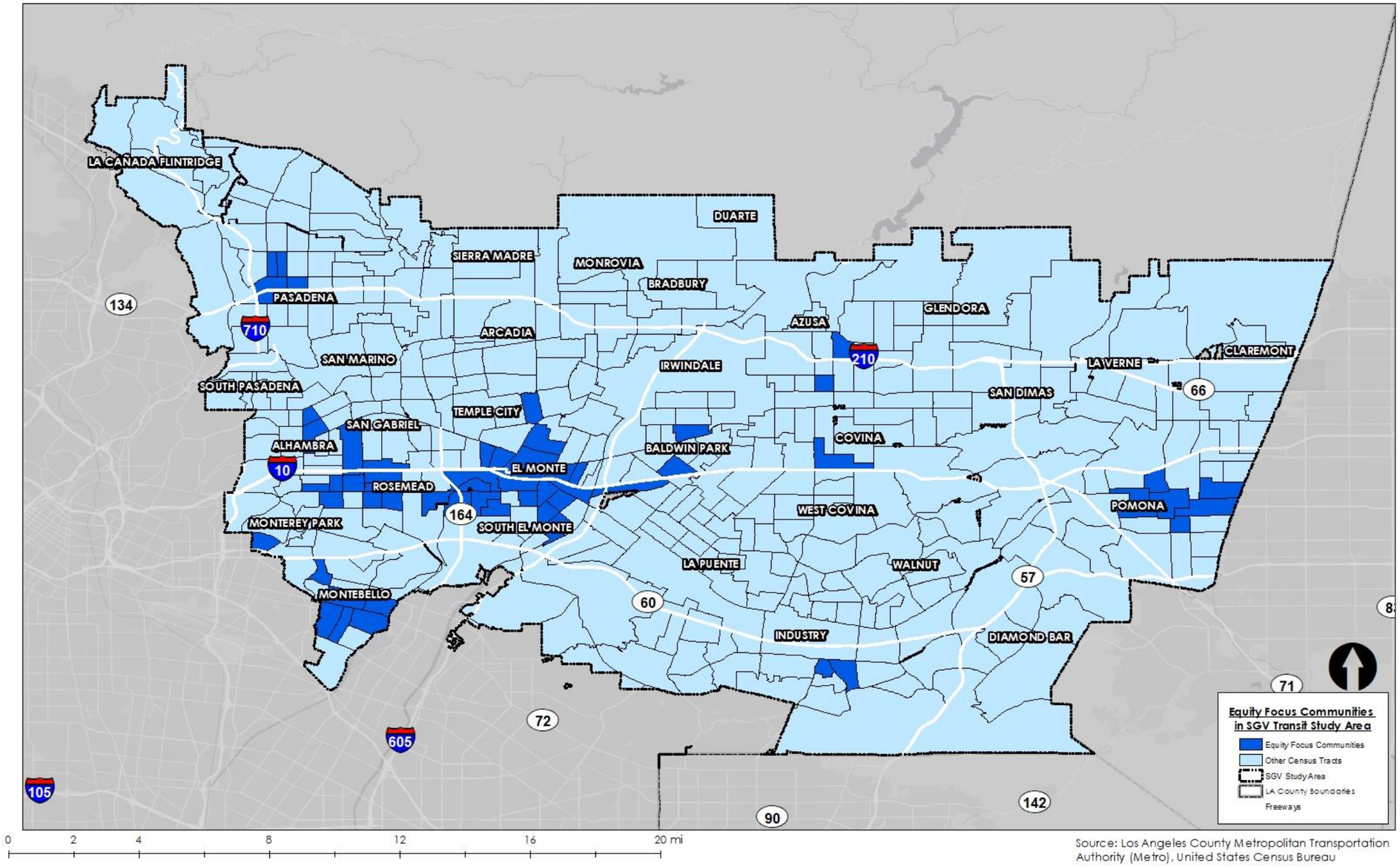
In 2018, Metro adopted the Equity Platform to help ensure that system changes prioritize those most in need of improved access to opportunities. The Metro 2020 Long-Range Transportation Plan (LRTP) was developed in accordance with the Equity Platform. As part of the LRTP, Metro defined “Equity Focus Communities” (EFCs) as communities most heavily impacted by gaps in inequity throughout the county. These communities represent geographic areas within LA County that have the following socioeconomic characteristics: more than 40% of households are low-income and either 80% of households are non-white or 10% have no access to a vehicle. Low income is defined as households making less than $35,000 per year. Collectively, these areas represent about 30% of LA County’s population.

EFCs are communities that have experienced historical disinvestments, reduced access to opportunity and housing, and policy decisions that have resulted in environmental justice disparities. As such, these communities have higher degree of various negative outcomes and are those with the greatest need.

While the three transit dependent populations: zero vehicle households, seniors, and minors are analyzed in the sections above, Metro has developed the EFC definition to extend transportation opportunities to historically disadvantaged groups with considerable overlap in their need for transit dependency.

EFC areas, which historically have less access to economic and investment opportunities, are located throughout the SGV. EFCs are concentrated in Pasadena, Azusa (both along I-210), Alhambra, San Gabriel, Rosemead, El Monte, South El Monte, Baldwin Park, Covina, Pomona (along I-10), Monterey Park, Montebello, and Industry (along SR-60). The SGVCOG Transit Feasibility Study shares the same goal to ensure system changes prioritize those most in need of improved access to opportunities. The SGVCOG Transit Feasibility Study examined the EFC data to determine which areas have a particular need for high-quality transit services. To further understand EFCs within the San Gabriel Valley, this Study reviews the EFC data to determine the areas of higher priority with needs for quality transit services. Figure 7 displays the location of EFCs throughout the San Gabriel Valley. Within the Study Area, 14% of census tracts are defined as EFCs.

Figure 7 - Metro's Equity Focus Communities in the San Gabriel Valley

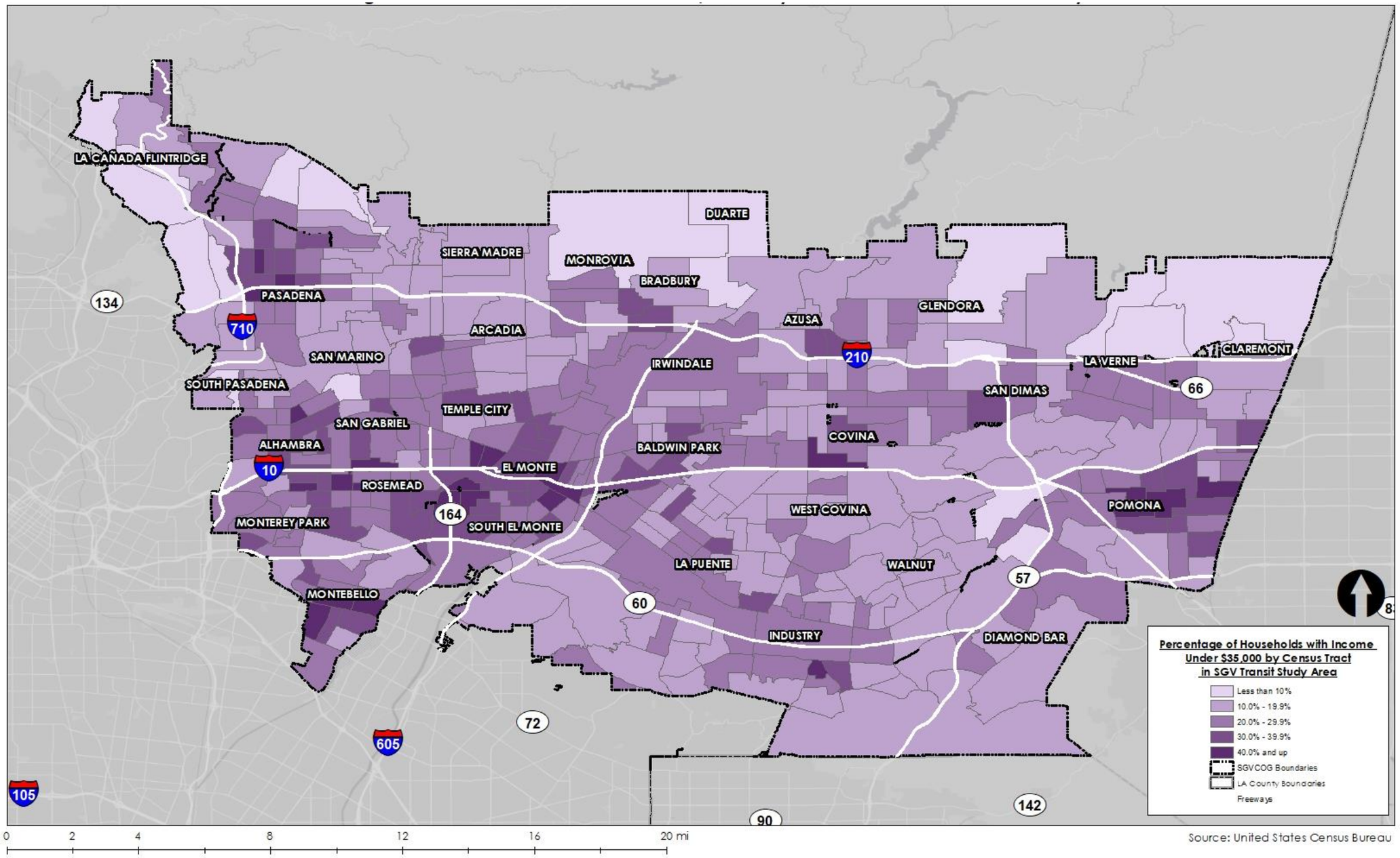


Source: Los Angeles County Metropolitan Transportation Authority (Metro), United States Census Bureau

4.8 Low-Income Population

Figure 8 examines the percentage of households with an annual income of under $35,000 per census tract. The highest concentrations can be found in areas above 38.3%, which include Pomona, El Monte, South El Monte, Montebello, and Pasadena. There are 131,990 households in the Study Area with income below $35,000, this represents 23% of the households in San Gabriel Valley. In comparison, 25% of households in LA County have income below $35,000. Low-income households are one of the three primary components that constitute Metro's definition of Equity Focus Communities. While the EFC criteria creates a clear definition of the tracts with the most need, Figure **8** displays differences in income throughout the region: the census tracts with the smallest percentage of low-income households are in the northern areas of the San Gabriel Valley, most notably in Claremont, Duarte, and La Cañada Flintridge. Census tracts with high percentages of low-income households largely mirror the locations of Equity Focus Communities, and are in Pasadena, El Monte, South El Monte, Montebello, Rosemead, Covina, and Pomona.

Figure 8 - Low Income Households per Census Tract



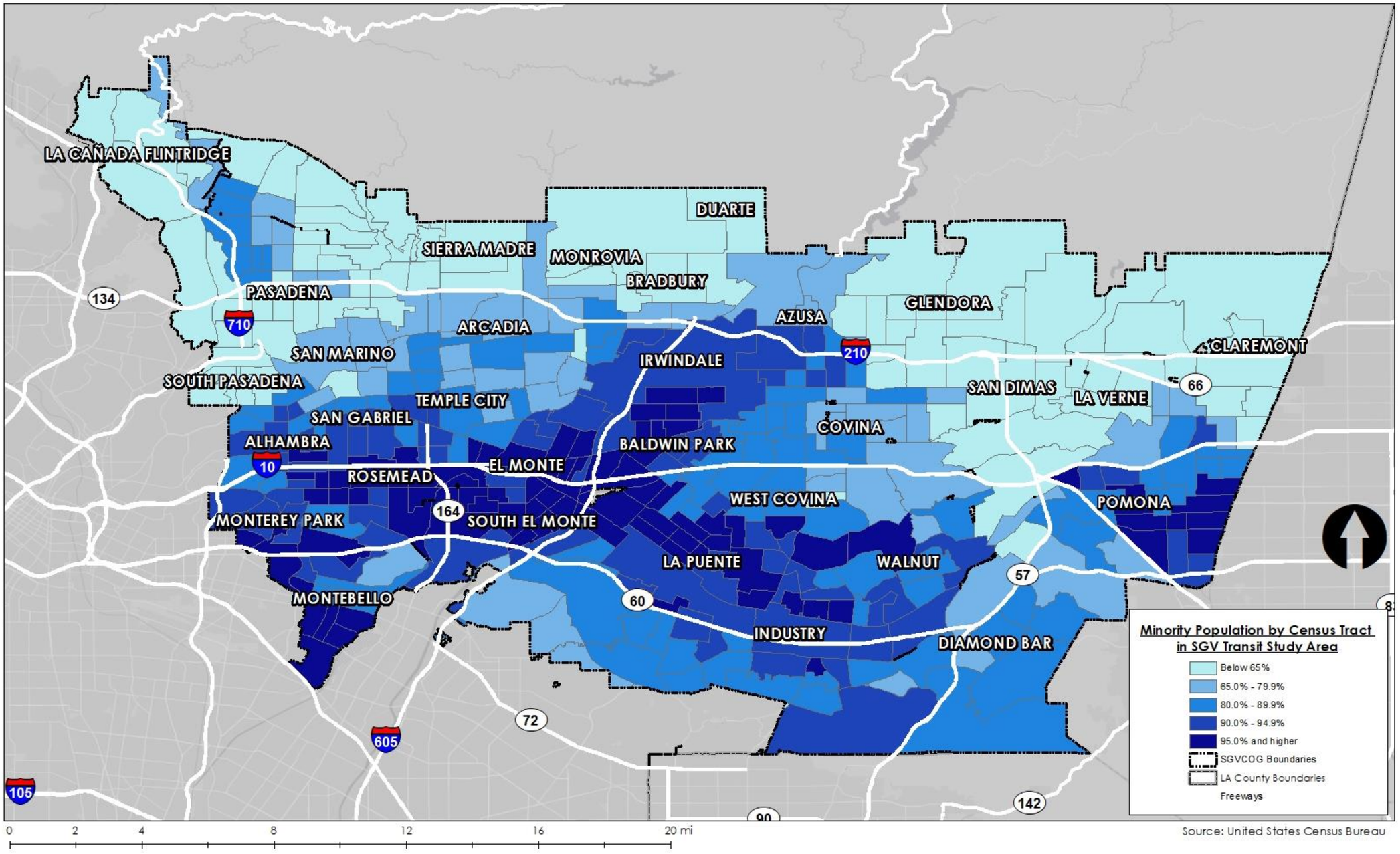
Source: United States Census Bureau

4.9 Minority Population

Figure 9 shows the percentages of minority populations compared to total population. Minority populations make up 80% of the total population of the Study Area, which can be compared to 71% of LA County. Minority populations are defined by the Census as Black or African American, Asian, Hispanic/Latino, Native American/Alaska Native, and Native Hawaiian/Pacific Islander populations. The highest density of minority populations in the Study Area can be defined as 95% or more of the population per census tract. There are highly concentrated minority populations in the census tracts in the cities of Montebello, Monterey Park, Rosemead, El Monte, South El Monte, Alhambra, Baldwin Park, Walnut, and Covina. This creates a clear pattern along The I-10, SR-60, and I-605 Freeways in the southern portion of the Study Area. The percentage of the population that are minority is one of the three components that determine whether a community fits Metro's definition of Equity Focus Communities.

Census data quantifies the minority population by adding together the total Black, Asian, and Hispanic/Latino population. The data does not include Native American, Pacific Islander, Alaska Native populations, and those classified as two or more races. Therefore, the minority population percentage by census tract is slightly higher than the data displayed in Figure**Error! R eference source not found.**.

Figure 9 - Minority Population per Census Tract



Source: United States Census Bureau

5 TRANSPORTATION NETWORK

5.1 Freeways

The Study Area includes multiple freeways that traverse the San Gabriel Valley in the east/west and north/south directions. There are several arterials that serve as parallel routes to the freeway system. The following is a summary of each of the freeway facilities within the Study Area.

I-210

I-210 is an east/west facility that spans from I-5 in Sylmar to the west to I-10 in Redlands in the east. It traverses the communities throughout the northern part of the study area. I-210 has HOV lanes beginning at SR-170 and ending at the San Bernardino County Line.

I-10

I-10 is an east/west facility that terminates at Pacific Coast Highway in Santa Monica in the west. To the east, I-10 continues to the California state border. The ExpressLanes begin at Union Station to the west and end at I-605 in the east. There are HOV Lanes that begin at SR-71 and continue to the San Bernardino County Line.

SR-60

SR-60 is an east/west urban highway that traverses communities in the San Gabriel Valley. It also serves a truck route. SR-60 begins just to the south of Downtown LA where it connects with I-10. It extends to the east and terminates in Beaumont, CA. Currently, there are HOV lanes between I-605 and SR-71.[55]

I-710

I-710 is a north/south facility that borders the Project Study Area, running along the west sides of Montebello and Monterey Park. I-710 extends south through the Gateway Cities and terminates in Long Beach. This makes it a critical corridor for the San Gabriel Valley as it connects to a large concentration of jobs and serves as a lifeline for freight movement. There is a large gap between the southern portion and the northern portion of I-710 in the San Gabriel Valley; this gap extends across Alhambra and South Pasadena. The northern portion resumes in Pasadena extending for a small stretch and eventually merges into I-210.

I-605

I-605, often referred to as the San Gabriel Valley River Freeway, extends from I-405 in the South to I-210 in the north. HOV lanes stretch from I-10 extending south through El Monte,

[55] Los Angeles County Department of Regional Planning. (2021, August). State of California, Department of Transportation (Caltrans). https://planning.lacounty.gov/assets/upl/project/hhcpu_caltrans-60hov-description.pdf

South El Monte, and out of the Study Area into Whittier, Norwalk, Cerritos, eventually meeting with the Orange County Line.[56]

SR-57

SR-57 is a north/south facility that begins in the north at I-210 and extends down to Orange County in the south. It extends through Brea, Placentia, and Anaheim, terminating at I-5. SR-57 has HOV Lanes beginning at SR-60 and extending south to the Orange County line.[57]

SR-71

SR-71 is a north/south facility that begins at the interchange of I-10 and SR-57. SR-71 continues south into Pomona where it leaves the Study Area and continues into Chino, Chino Hills, and terminates at SR-91 in Riverside County.

5.2 Arterial Roadways

The following arterial roads in the San Gabriel Valley are classified with a CalTrans Functional Classification (FC) of 3. These roads are categorized as “Other Principal Arterial” (excluding freeways, expressways, and interstates). These roadways typically facilitate east / west or north / south connections through the San Gabriel Valley and traverse various cities and incorporated County jurisdictions.

Amar Rd / W Temple Ave / Santa Clara Dr / Rio Rancho Rd / Philadelphia St

This stretch of roadway runs east to west between Baldwin Park Blvd in Industry to S Towne Ave in Pomona. The roadway provides an alternative to SR-60 and I-10.

Arrow Hwy / Live Oak Dr / Las Tunas Dr / Main St

This roadway crosses the entirety of the study area, travelling east-west between Alhambra and Claremont. It largely parallels I-210.

Atlantic Blvd

This roadway runs north to south between SR-60 in Monterey Park to Woodbury Rd near Altadena. It parallels the I-710 and I-210 freeways on the northern portion of its route.

Azusa Ave / San Gabriel Canyon Road

Azusa Ave is a major north-south roadway between Colima Rd near Industry to the northern edge of the study area in Azusa, where it continues through the San Gabriel Mountains.

[56, 45] Los Angeles County Metropolitan Transportation Authority (Metro). (2021, August). *L.A. County HOV System.* http://media.metro.net/projects_studies/hov/images/hov_map.pdf

Badillo St / Romana Blvd / Valley Blvd

This roadway travels east-west, crossing most of the study area between the western boundaries in Alhambra to the SR-57 freeway in San Dimas.

Beverly Blvd

This roadway runs mainly east to west through Montebello, from 3rd Ave in East Los Angeles, providing access to SR-164 and I-605 before entering Turnbull Canyon.

Claremont Blvd / Mills Ave / Monte Vista Ave / Padula Ave

This roadway runs north to south from Mt. Baldy Rd. in Claremont to Hold Blvd in Pomona. It passes just to the east of the Claremont Colleges.

Colima Rd

Colima Rd runs east-west, providing a connection between Diamond Bar and SR-72 near Whittier.

Colorado Blvd

Colorado Blvd runs east-west from the western boundary of the study area through Old Pasadena and by Pasadena City College and Santa Anita Park before merging with Huntington Dr. in Arcadia.

Durfee Ave / Peck Rd / Myrtle Ave

This roadway runs north-south between SR-60 to the I-210 freeway, largely running parallel to the I-605 Freeway.

Foothill Blvd (West) / New York Dr / Oak Grove

This roadway runs in a northwest to southeast direction, between the northwestern corner of the study area in La Cañada Flintridge to Mountain Ave in Bradbury.

Garfield Ave

Garfield Ave runs north to south from Huntington Dr in Alhambra to the Montebello Country Club.

Grand Ave

This roadway runs from Diamond Bar Blvd, mostly north to south to Sierra Madre Blvd in Glendora. It is an alternative route to SR-57.

Hacienda Blvd / Glendora Ave / Vincent Ave

This roadway runs north to south from just north of the I-10 interchange in West Covina to Colima Rd in Hacienda Heights.

Huntington Dr / W Historic Rte. 66 / Foothill Blvd (East)/ Baseline Rd

This roadway runs parallel to the I-210 freeway across the entirety of the study area between Alhambra and Claremont.

Irwindale Ave / Sunset Ave / 7th Ave

This roadway runs north to south from SR-60 near Industry to Foothill Blvd in Azusa. Its route somewhat mirrors the I-605 freeway.

Mission Blvd / Diamond Bar Blvd

This roadway begins at the eastern edge of the study area in Pomona and travels west through downtown Pomona before turning south to parallel SR-57 and the 57/60 Confluence.

Peck Rd / Durfee Ave / Myrtle Ave

This roadway runs north to south, mostly parallel to the I-605 Freeway from the I-605 interchange in Industry to Huntington Dr in Monrovia.

Pomona Blvd / Potrero Grande Dr

This roadway serves as an alternative to SR-60, running between Atlantic Blvd in Montebello to the Whittier Narrows Golf Course in Rosemead.

Rosemead Blvd

Rosemead Blvd, also signed as SR-164, runs north to south from Sierra Madre Villa Ave in Pasadena to the southern boundary of the study area in an unincorporated area near Montebello.

San Gabriel Blvd

This roadway runs north-south from its interchange with the I-210 freeway in Pasadena to SR-60 in Montebello.

Santa Anita Avenue

Santa Anita Ave runs north to south between Sierra Madre Blvd in Sierra Madre to the Whittier Narrows Recreation Area near South El Monte. It largely parallels the I-605 freeway.

Sierra Madre Blvd

Sierra Madre Blvd runs east to west between Sierra Madre and Pasadena, before running north to south between Pasadena and Huntington Dr. in San Marino.

Towne Ave

Towne Ave runs north to south from I-210 in Claremont to the southern boundary of the study area in Diamond Bar.

Washington Blvd

Washington Blvd runs east to west through the southern tip of the study area in Montebello, providing connections with SR-19 and the I-605 freeway.

Valley Blvd / Holt Ave

This roadway runs east-to west between the I-10 freeway in El Monte to the eastern boundary of the study area in Pomona. It follows SR-60 for the majority of its route.

5.3 Freeway Congestion

Metro *ClearGuide*, which serves as part of the Arterial Performance Program, provides historical and real-time data for arterial and freeway facilities, using crowdsourced data through “HERE” and “INRIX”. The data is collected in real-time but is archived allowing for historical data retrieval. To maintain consistency with data throughout the report, October 15, 2019 was selected for study of freeway congestion: The year of 2019 was selected to capture information that is more consistent with travel patterns prior to COVID-19 with the assumption that people will eventually return to more standard commutes.

Figure 10 shows the traffic conditions during the peak period (between 7AM-9AM) on a Tuesday. During the morning peak period, congestion is shown on the I-605 freeway in the southbound direction. The I-10 freeway shows congestion heading westbound towards Downtown Los Angeles. The I-210 freeway shows congestion in the westbound direction near Pasadena and both directions near Azusa and Glendora. SR-60 shows congestion concentrated in the westbound direction. The I-710 freeway and the gap between the two segments of the freeway show congestion in both directions.

As shown in Figure 10, during the PM Peak Period (between 4-6PM), congestion repeats many of the same patterns as the morning but in the opposite direction. This provides a basis for understanding commute patterns. The I-10 freeway shows a concentration of congestion in the eastbound direction. SR-60 also shows congestion eastbound. The I-710 freeway shows congestion in both directions, specifically concentrated in the gap between either side of the segmented freeway.

Figure 10 - Study Area Congestion during the AM Peak Period

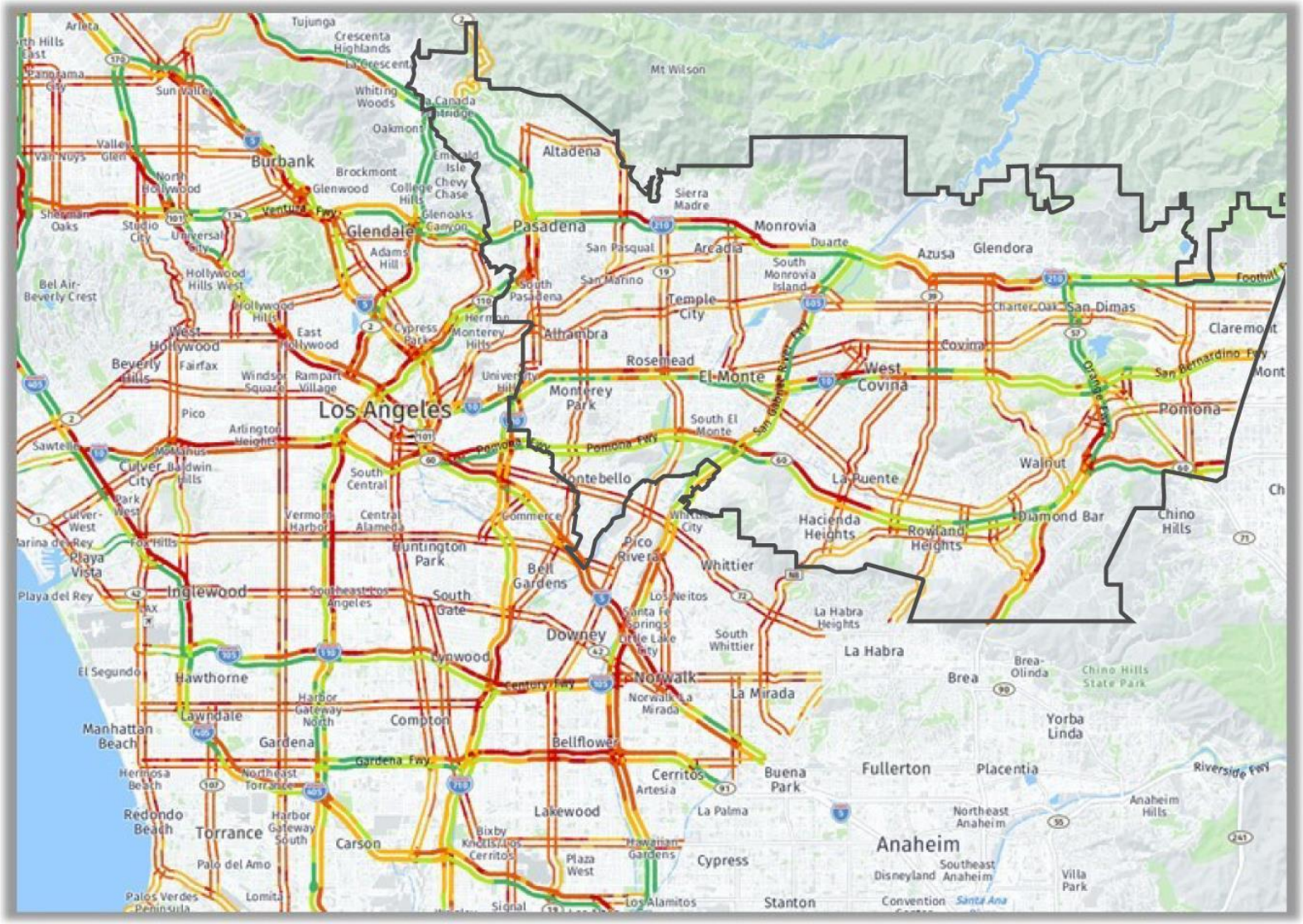


Image Source: Metro ClearGuide

Figure 11 -Study Area Congestion during the PM Peak Period

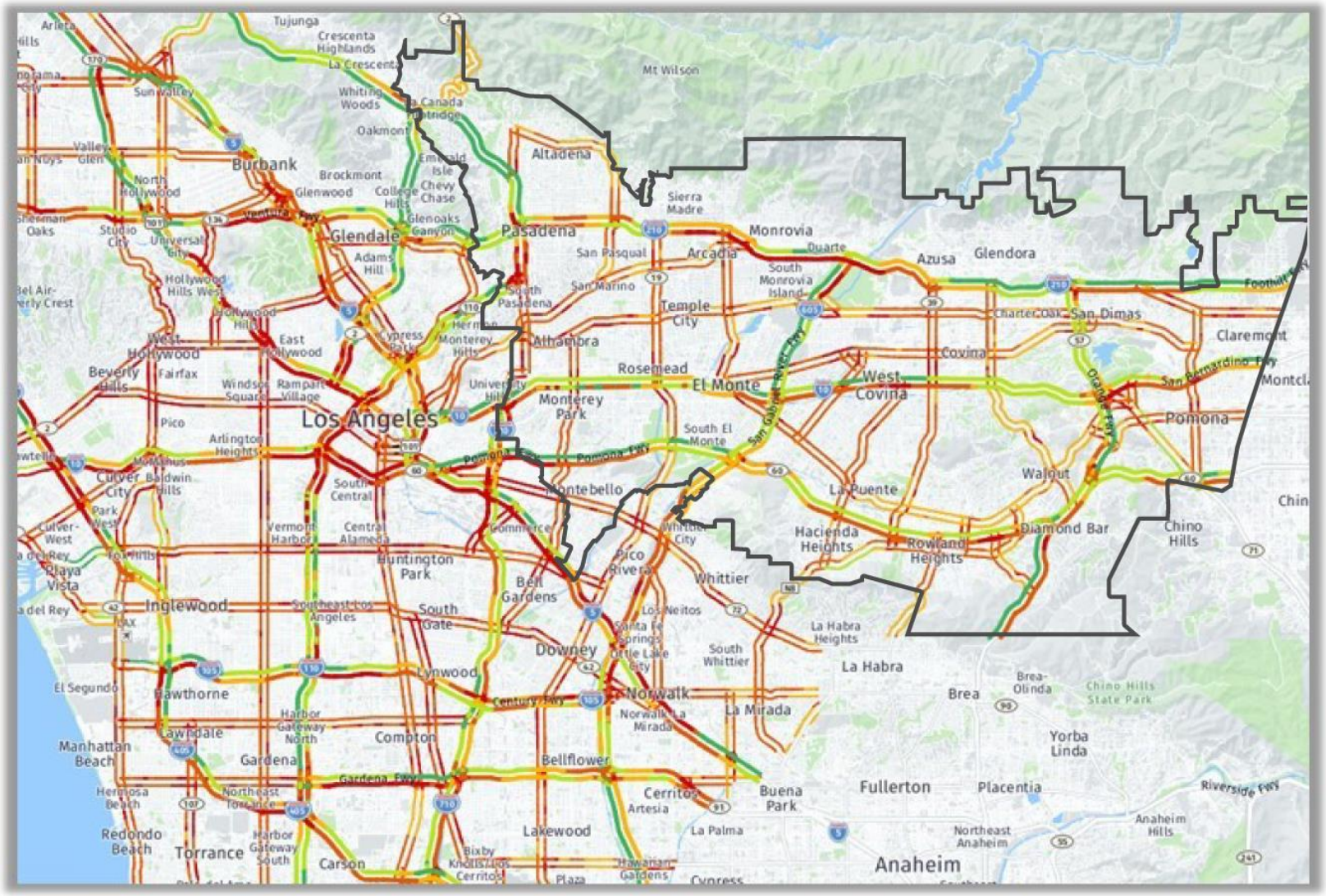


Image Source: Metro ClearGuide

5.4 Planned Freeway Improvements

I-10 ExpressLanes – San Bernardino County

I-10 ExpressLanes are under construction beginning in Pomona, just east of SR-57, and ending in Ontario, just east of I-15. The project spans approximately 10 miles and consists of widening the existing freeway between the LA County/San Bernardino County line and I-15. Two tolled ExpressLanes will be installed in each direction. The HOV Lane will remain in place but will be increased from 2+ persons per vehicle to 3+ persons.[58]

I-10 HOV Lanes between I-605 and SR-57

Currently, there is a gap between I-605 and SR-57 with ExpressLanes to the west and HOV lanes to the east. The gap between these segments will be bridged through the construction of one HOV lane in each direction along I-10 between I-605 and SR-57.[59] The segment between Puente Ave in Baldwin Park and Citrus Street in West Covina has already been completed.[60]

I-10/605 Transition Connector from SB I-605 to EB I-10

Currently, the I-10 and I-605 experience regular congestion and incidents. The area is highly traveled, and the current geometry (a shared at-grade connector) requires drivers to perform a weaving pattern to access their desired freeway. The project proposes a fly-over direct connector: southbound I-605 to I-10).[61]

SR-71 Freeway Conversion Project

In 2021, Caltrans will begin a project along SR-71 to increase freeway capacity. The project consists of a widening between I-10 and the LA County / San Bernardino County Line. The project plans to transform the existing four-lane expressway into an eight-lane freeway.[62] One of these lanes in each direction will become a dedicated HOV lane. The project also plans to replace two existing bridges and an existing pedestrian crossing.[63]

57/60 Confluence Project

This project aims to alleviate congestion on a two-mile stretch of freeway where the 57 and 60 freeways converge. The projects includes new on-and-off bypass ramps to the Grand Avenue

[58] San Bernardino County Transportation Authority (SBCTA). (2021, August). *I-10 Express Lanes.* https://www.gosbcta.com/project/i-10-corridor-project-phase-i/
[47] State of California, Department of Transportation (Caltrans). (2021, August). *San Bernardino Freeway (I-10) High Occupancy Lane Project.* https://dot.ca.gov/caltrans-near-me/district-7/district-7-projects/d7-i10-hov-san-bernardino
[60] State of California, Department of Transportation (Caltrans). (2021, August). *San Bernardino Freeway (I-10) High Occupancy Lane Project.* https://dot.ca.gov/caltrans-near-me/district-7/district-7-projects/d7-i10-hov-san-bernardino
[61] Los Angeles County Metropolitan Transportation Authority (Metro). *I-10/605 Transition Connector Project Details.* http://media.metro.net/projects_studies/cmia/images/O%2010-605%20Web.pdf
[62] City of Chino Hills, California. (2021, August). *State Route 71- Caltrans Freeway Projects.* https://www.chinohills.org/1797/State-Route-71
[63] City of Chino Hills, California. (2021, August). *State Route 71- Caltrans Freeway Projects*. https://www.chinohills.org/1797/State-Route-71

overpass, as well as an auxiliary lane to Grand Avenue. The project is expected to be completed between 2026 and 2028. [64]

5.5 Bus and Rail

The major regional transit providers serving San Gabriel Valley are: Metro, Metrolink, & Foothill Transit. There are also several cities with local transit services that serve their communities. A summary of service schedules is provided in Appendix 1. Below is a summary of the service providers.

- Metro plans, operates, and funds various bus, express bus, BRT, and light rail service in the San Gabriel Valley. Metro serves all of LA County. Metro has launched their NextGen Bus Plan, which examines transit ridership to understand where demand is greatest to improve service, while accommodating future growth. The NextGen Plan engaged the community through a series of workshops to receive community feedback. NextGen services are anticipated to be implemented in 2021.

- Metrolink is a commuter rail service that serves Ventura County, LA County, Riverside County, Orange County, and San Bernardino County.

- Foothill Transit provides regional and local bus service throughout the San Gabriel Valley. Foothill Transit provides some longer routes that connect to downtown Los Angeles, the north part of Orange County, and west part of San Bernardino County.

- One San Bernardino County Transportation Authority (SBCTA) Bus, Bus 61, Serves the Pomona Metrolink Station.

- Local transit services are typically operated by a city or a partnership of cities to provide shuttle or bus services throughout the San Gabriel Valley. Local transit providers include:
    - Alhambra Community Transit
    - Arcadia Transit Fixed Route
    - Azusa Transit
    - Baldwin Park Shuttle
    - Covina Transit (Dial-A-Ride)
    - Diamond Ride (Dial-A-Ride)
    - El Monte Transit (Trolley)
    - Gateway Coach
    - Go West Transit (West Covina)
    - Glendora (Dial-A-Ride)
    - LCF Shuttle (La Cañada Flintridge)
    - La Puente Link
    - Midday Shuttle

[64] Los Angeles County Metropolitan Transportation Authority (Metro). (2021, September). *SR-57/SR-60 Interchange Improvements Project*. https://www.metro.net/projects/sr5760/

- Monrovia Transit (Dial-A-Ride)
- Montebello Bus Lines
- Monterey Park Spirit Bus
- Norwalk Transit
- Pasadena Transit
- Rosemead Explorer
- San Dimas Dial-A-Cab
- San Gabriel Dial-A-Ride
- San Marino Dial-A-Ride
- Sierra Madre Dial-A-Ride
- Temple City Dial-A-Ride
- Walnut Dial-A-Cab

5.6 Bus and Rail Projects

There are several bus and rail projects planned throughout the Study Area. Below is a summary of these proposed improvements:

Metrolink Lone Hill to White Double Track

The Lone Hill to White Double Track Project will expand the Metrolink San Bernardino Line from what is mostly single track to double track. This will allow Metrolink to expand service, increase flexibility, and allow Metrolink trains to run in both directions when needed. The project consists of adding a second track to 3.9 miles of the San Bernardino Line in the San Gabriel Valley.[65] There is a large demand for the project as the San Bernardino Line has the highest ridership of any line in the Metrolink network. It can also provide greater connectivity to destinations in the area including the Pomona Fairgrounds, University of La Verne, Raging Waters, Puddingstone Reservoir, and Frank G. Bonelli Regional Park.[66] The project begins at Lone Hill Ave in San Dimas and ends at White Ave in La Verne, and includes safety and grade crossing improvements at 12 at-grade crossings. [67] [68] This project is expected to be completed in 2023.

Metro Eastside Transit Corridor Phase 2

The Metro Eastside Transit Corridor Phase 2 Project will extend the current Metro L (Gold) Line from its current terminus at Atlantic Station through the cities and unincorporated LA County communities of East LA, Commerce, Montebello, Pico Rivera, Santa Fe Springs, and Whittier. It

[65] Los Angeles Metropolitan Transportation Authority (Metro). (2017, May). *Fact Sheet- Lone Hill to White Double Track Study- San Dimas- La Verne.* http://media.metro.net/projects_studies/regionalrail/factsheet_regionalrail_lonewhitehill.pdf
[66] Los Angeles Metropolitan Transportation Authority (Metro). (2017, May). *Fact Sheet- Lone Hill to White Double Track Study- San Dimas- La Verne.* http://media.metro.net/projects_studies/regionalrail/factsheet_regionalrail_lonewhitehill.pdf
[67] Los Angeles Metropolitan Transportation Authority (Metro). (2017, May). *Fact Sheet- Lone Hill to White Double Track Study- San Dimas- La Verne.* http://media.metro.net/projects_studies/regionalrail/factsheet_regionalrail_lonewhitehill.pdf
[68] State of California, Governor's Office of Planning and Research, California Environmental Quality Act (CEQA). (2019, July). *Lone Hill to Control Point White Double Track Project.* https://ceqanet.opr.ca.gov/2019070622/2

consists of six new stations with an alignment that runs along Atlantic Ave, turning east onto Washington Blvd, and terminating at Lambert Rd.[69]

Metro Foothill Gold Line Extension

The Metro Foothill Gold Line Extension is under construction and plans to connect with the existing Azusa L Line Station and continue east with stops in Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair.[70] Due to funding constraints, the project is taking a phased approach extending ultimately to Montclair.[71] The current phase under construction will end in Pomona. The Project is also considering securing additional funds to complete all phases of the project. This includes seeking state and federal funds and/or borrowing from Claremont's future Measure M funding.[72] The project is expected to be completed in 2025.

Alameda Corridor-East Project

The Alameda Corridor-East (ACE) Project consists of improvements at 40 grade crossings in Diamond Bar, El Monte, Industry, Montebello, Pico Rivera, Pomona, Rosemead, San Gabriel, Temple City, Walnut, West Covina, and unincorporated LA County.

Phase II of the Project consists of several bridge or underpass improvements along a 35 mile stretch of the San Gabriel Valley.[73] Several of the locations have already been completed, others are under construction, and some are currently in design.[74] Grade separation projects currently ongoing include those at Fullerton Road, Fairway Drive, and Durfee Avenue.

Metrolink SCORE Program

Metrolink's Southern California Optimized Rail Expansion (SCORE) Program is a ten-billion-dollar rail capital improvements project. SCORE includes grade crossings, station and signal improvements, track additions, while working towards a zero-emission fleet.[75]

The El Monte Siding Extension Project is included within the Study Area. The Project consists of safety improvements including the following:

- "Segment 1: removes existing pedestrian at-grade crossing and moves the platform access closer to Tyler Avenue and includes:
    - Adding safety-related improvements (new Metrolink standard pedestrian crossing with delineators, active warning devices, pedestrian gates, emergency swing gates, and channelizing railing)

[69] https://media.metro.net/projects_studies/eastside_phase2/images/Eastside_Phase2_washington_alt.pdf
[70] Foothill Gold Line. (2021, August). *Construction Updates.* https://construction.foothillgoldline.org/
[71] Scauzillo, S. (2019, January 21). *How LA Metro Might Close the Funding Gap for the Gold Line Foothill Extension to Pomona and Beyond.* San Gabriel Valley Tribune. https://www.sgvtribune.com/2019/01/21/how-la-metro-might-close-the-funding-gap-for-the-gold-line-foothill-extension-to-pomona-and-beyond/
[72] Scauzillo, S. (2019, January 21). *How LA Metro Might Close the Funding Gap for the Gold Line Foothill Extension to Pomona and Beyond.* San Gabriel Valley Tribune. https://www.sgvtribune.com/2019/01/21/how-la-metro-might-close-the-funding-gap-for-the-gold-line-foothill-extension-to-pomona-and-beyond/
[73] Los Angeles County Metropolitan Transportation Authority (Metro). (2021, August). *Project Tracker.* https://www.metro.net/interactives/datatables/project/
[74] Alameda Corridor-East Project. (2021, August). *Home.* https://www.theaceproject.org/
[75] Metrolink. (2021, August). *Score.* https://metrolinktrains.com/score

- Safety-related improvements at Tyler Avenue at-grade crossing
- Extending the siding track east up to the Peck Road bridge
- Widening the Ramona Blvd bridge undercrossing

- Segment 2: widens the Peck Road bridge undercrossing and extends the siding track east up to the I-10 freeway overcrossing"[76]

Foothill Transit Comprehensive Operational Analysis (COA)

Foothill Transit is currently undergoing an evaluation of its transit system to determine operational improvements. COA's are generally recommended every three to five years to determine how the system can become more efficient and directly address ridership needs.[77]

710 North Mobility Improvement Program

The Cities of Alhambra, Monterey Park, South Pasadena, Pasadena, and Los Angeles, in partnership with Council District 14, is developing a series of multimodal improvements along Valley Blvd, Huntington Drive, and Eastern Avenue. These projects are incorporating Vision Zero features to reduce traffic related fatalities to zero. They are also examining walkability and accessibility and looking into implementing protected bike lanes. Both the Valley Blvd and Huntington Drive segments will look at incorporating bus rapid transit (BRT). Eastern Avenue has not yet released information on its plans.[78]

Valley Boulevard Multi-Modal Transportation Improvement Project

The City of Los Angeles is studying implementation of approximately 2.4 miles of an enhanced multi-modal corridor, including pedestrian improvements, transit infrastructure, and potentially a dedicated bus rapid transit (BRT) route. The project is examining the stretch of Valley Boulevard from Mission Road to I-710. Along with connecting to Union Station, the project passes by Cal State LA, LAC + USC Medical Center, and USC Health Science Campus where many study and work.[79]

[76] Metrolink. (2021, August). *El Monte Siding Extension Project: San Bernardino Line.* https://metrolinktrains.com/el-monte-siding
[77] Foothill Transit. (2021, January). *Board Agendas and Notices.* http://foothilltransit.org/wp-content/uploads/2021/01/01-29-2021-Agenda-Packet-Executive-Board.pdf
[78] City of Los Angeles. (2021, August). *710 North Mobility Improvement Projects.* https://710mobilityla.org/
[79] Flipsnack. (2021, April). City of Los Angeles. *Valley Boulevard Fact Sheet.* https://www.flipsnack.com/arellanoassociates/cola-valley-blvd-fact-sheet-d2.html

6 SUMMARY

The Study Area for the San Gabriel Transit Feasibility Study includes all 31 cities in the San Gabriel Valley, along with LA County Districts 1, 4, and 5, San Gabriel Valley Municipal Water District, The Upper San Gabriel Valley Municipal Water District, and Three Valleys Municipal Water District.

The project examines the Study Area as two focus areas. The *Focus Area for Integration of Services*, which will leverage existing assets and integrate with connecting services. The *Focus Area for New Services* will target areas that are currently underserved and lacking quality transit service. The Focus Area for New Services includes the I-10 and SR-60 corridors, which both serve as vital east/west corridors through the San Gabriel Valley.

In summary, the Study Area Definition Report provides an overview of the existing conditions of the San Gabriel Valley, which includes highlighting the land use patterns, demographics, transportation network, and existing transportation services. Key findings from the report include:

- The San Gabriel Valley is home to 19% of LA County's total population and 18% of LA County's total jobs.
- 15.7% of households in the San Gabriel Valley are zero car households. In comparison, 8.7% of households in LA County are zero car households.
- There are 131,990 households within the Study Area that are considered low income, or 23%. In comparison, 25% of households in LA County are considered low-income.
- Seniors make up 21% of the population in the San Gabriel Valley. In comparison, 13% of LA County's population is 65 or older.
- Minority populations make up 80% of the population in the San Gabriel Valley. In comparison, 71% of LA County's population are minorities. The highest concentrations of minority populations are along the I-10, SR-60, and I-605 freeways.
- Congestion is prevalent throughout the Study Area, but there are observed patterns of high westbound travel in the morning and high eastbound travel in the evenings, especially on the I-10, I-210, and SR-60 freeways.
- Arterials that facilitate connections with freeways in the north / south directions experience heavy congestion during the morning and evening peak periods. Arterials that run parallel to east / west freeways also experience heavy congestion during peak periods.

7 APPENDIX 1 - TRANSIT SCHEDULES

Table 4 - Metro Service by City

Alhambra							
	Weekdays			Saturday		Sunday	
Line Number	Peak	Midday	Evening	Day	Evening	Day	Evening
78	7-15	*30*	*60*	*13-15*	*60*	*15-30*	*60*
76	7-15	*15*	*30-60*	*15*	*30-60*	*15-20*	*30-60*
260	10-12	15	20	20	20	20	20
762	10	20	25-30	20j	20-30aj	-	-
378		17-24					
484	8-15	20-30	25-70	20-40	40-70	30	50-70
487	16-30	40-45	30-45	60	60	60	60
489	16	-	-	-	-	-	
490	12-30	20-30	60q	60q	60q	60q	60q
485	12-15	30	60	30	60	60	60
Arcadia							
	Weekdays			Saturday		Sunday	
Line Number	Peak	Midday	Evening	Day	Evening	Day	Evening
264	-	-	-	-	-	-	-
268	30	30	60	60	60	60	60
487	15	30	30	60	60	60	60
79	30	30	30	40	40	40	40
Metro L Line (Gold)	7-8	12	20	12	20	12	20
Azusa							
	Weekdays			Saturday		Sunday	
Line Number	Peak	Midday	Evening	Day	Evening	Day	Evening
Metro L Line (Gold)	7-8	12	20	12	20	12	20
Duarte							
	Weekdays			Saturday		Sunday	
Line Number	Peak	Midday	Evening	Day	Evening	Day	Evening
Metro L Line (Gold)	7-8	12	20	12	20	12	20
El Monte							
	Weekdays			Saturday		Sunday	
Line Number	Peak	Midday	Evening	Day	Evening	Day	Evening
70	7.5	7.5	10-30	10	15-30	10	15-30
770	7.5	7.5	10-31	11	15-31	11	15-31
176	60	60	60	-	-	-	-
270	35	35	30-60	60	60	60	60

490	12-30	20-30	60q	60q	60q	60q	60q
487	15	30	30	60	60	60	60
268	30	30	60	60	60	60	60
484	8-15	20-30	25-70	20-40	40-70	30	50-70
Irwindale							
	Weekdays			Saturday		Sunday	
Line Number	Peak	Midday	Evening	Day	Evening	Day	Evening
Metro L Line (Gold)	7-8	12	20	12	20	12	20
La Canada Flintridge							
	Weekdays			Saturday		Sunday	
Line Number	Peak	Midday	Evening	Day	Evening	Day	Evening
177	20-30	45	60a	60	60a	60	60a
268	30	30	60	60	60	60	60
267	30	-	-	-	-	-	-
Monrovia							
	Weekdays			Saturday		Sunday	
Line Number	Peak	Midday	Evening	Day	Evening	Day	Evening
270	42-45	50-60	60	50-60	60	-	-
487	16-30	40-45	40-45	60	60	60	60
Metro L Line (Gold)	7-8	12	20	12	20	12	20
Montebello							
	Weekdays			Saturday		Sunday	
Line Number	Peak	Midday	Evening	Day	Evening	Day	Evening
287	30-60	30-60	30-60	60	60	60	60
18	6	7.5	10	7.5	10	7.5	10
Monterey Park							
	Weekdays			Saturday		Sunday	
Line Number	Peak	Midday	Evening	Day	Evening	Day	Evening
68	7.5	7.5	10-30	10	15-30	10	24
70	7.5	7.5	10-30	10	15-31	10	15-31
258	40	40	40	60	60	60	60
260	12	12	15	20	30	20	30
762	12	12	15	20	30	20	30
770	7.5	7.5	10-30	10	15-30	10	15-30
Pasadena							
	Weekdays			Saturday		Sunday	
Line Number	Peak	Midday	Evening	Day	Evening	Day	Evening
256	20	20	30	30	30	30	30

181	7.5	7.5	10	15	15	15	15
267	30	30	60	60	60	60	60
177	30	-	-	-	-	-	-
487	20-30	45	60a	60	60a	60	60a
256	40	40	40	40	40	40	40
501	20	30	30	40	40	40	40
686	30	30	30	60	60	60	60
687	30	30	30	30	30	30	30
762	12	12	15	20	30	20	30
260	12	12	15	20	30	20	30
780	10-15	15-30	-	-	-	-	-
Metro L Line (Gold)	7-8	12	20	12	20	12	20

San Gabriel

	Weekdays			Saturday		Sunday	
Line Number	Peak	Midday	Evening	Day	Evening	Day	Evening
78	10	10	20-30	20	30	20	30
79	30	30	30	40	40	40	40
487	15	30	30	60	60	60	60

San Marino

	Weekdays			Saturday		Sunday	
Line Number	Peak	Midday	Evening	Day	Evening	Day	Evening
79	30	30	30	40	40	40	40
487	15	30	30	60	60	60	60

Sierra Madre

	Weekdays			Saturday		Sunday	
Line Number	Peak	Midday	Evening	Day	Evening	Day	Evening
487	15	30	30	60	60	60	60
268	30	30	60	60	60	60	60
287	30-60	30-60	30-60	60	60	60	60
177	30	-	-	-	-	-	-

South El Monte

	Weekdays			Saturday		Sunday	
Line Number	Peak	Midday	Evening	Day	Evening	Day	Evening
287	30-60	30-60	30-60	60	60	60	60
266	20	20	30	30	30	30	30
70	7.5	7.5	10-30	10	15-30	10	15-30
770	7.5	7.5	10-30	10	15-30	10	15-30

South Pasadena

	Weekdays			Saturday		Sunday	
Line Number	Peak	Midday	Evening	Day	Evening	Day	Evening
258	40	40	40	60	60	60	60

485	12-15	30	60	30	40-60	30	40-60
Metro L Line (Gold)	7-8	12	20	12	20	12	20
Temple City							
	Weekdays			Saturday		Sunday	
Line Number	Peak	Midday	Evening	Day	Evening	Day	Evening
78	10	10	20-30	20	30	20	30
378	10	10	20-31	20	30	20	30
268	30	30	60	60	60	60	60
487	15	30	30	60	60	60	60
270	35	35	30-60	60	60	60	60
267	30	30	60	60	60	60	60
266	20	20	30	30	30	30	30

Table 5 Local Transit Providers

Alhambra							
	Weekdays			Saturday		Sunday	
Alhambra Community Transit	Peak	Midday	Evening	Day	Evening	Day	Evening
Green Line	20	-	*20*	*20*	*20*	-	-
Blue Line	20	-	*20*	-	-	-	-
Arcadia							
	Weekdays			Saturday		Sunday	
Arcadia Transit Fixed Route	Peak	Midday	Evening	Day	Evening	Day	Evening
Blue Line	5-13		8-15	10-13	10-13	10-13	10-13
Red Line	4-9		4-9	5-9	4-9	5-9	4-9
Green Line	5-10		5-10	5-10	5-10	5-10	5-10
El Monte							
	Weekdays			Saturday		Sunday	
El Monte Transit (Trolley)	Peak	Midday	Evening	Day	Evening	Day	Evening
Red Line	3-7	3-7	3-7	3-7	3-7	3-7	3-7
Green Line	2-8	2-8	2-8	2-8	2-8	2-8	2-8
Yellow	6	6	6	6	6	6	6
Blue	4	4	4-6	4	4-6	4	4-6
El Monte Transit (Trolley)							
Flair Park Shuttle	1-11	1-10	1-10	-	-	-	-
Civic center Shuttle	1-5	1-5	1-10	-	-	-	-
Glendora							
	Weekdays			Saturday		Sunday	
Midday Shuttle	Peak	Midday	Evening	Day	Evening	Day	Evening

	Orange Line	-	5	-	-	-	-	-
	Green Line	-	5	-	-	-	-	-
	Tripper	-	5	-	-	-	-	-
Montebello								
		Weekdays			Saturday		Sunday	
	Monterey Bus Line (MBL)	Peak	Midday	Evening	Day	Evening	Day	Evening
	10	3-16	3-20	3-15	3-16	3-15	3-16	3-15
	20	3-11	-	4-15	4-15	5-15	4-15	5-15
	30	5-13		5-15	5-13		5-13	5-15
	40	3-20	5-15	5-15	5-15	5-15	5-15	5-15
	50	5-20	5-20	5-20	5-20	10-20	5-20	10-20
	70	5-20	5-20	2-15	-	-	-	-
	90	2-30	-	2-30	-	-	-	-
Monterey Park								
		Weekdays			Saturday		Sunday	
	Spirit	Peak	Midday	Evening	Day	Evening	Day	Evening
	Route 1	3-6	3-6	3-8	3-8	3-8	-	-
	Route 2	5-9	5-9	4-9	5-9	4-9	-	-
	Route 3	4-7	4-7	4-7	4-7	4-7	-	-
	Route 4	5-9	5-9	5-9	5-9	5-9	-	-
	Route 5	15	15	15	15	15	-	-
Rosemead								
	Dial a Ride	Weekdays			Saturday		Sunday	
	Route 1	8-46	8-46	8-46	8-46	8-46	8-46	8-46
	Route 2	6-43	6-43	6-43	6-43	6-43	6-43	6-43
Sierra Madre								
	Gateway Coach Map & Schedule	Weekdays			Saturday		Sunday	
	Orange Line	50	50	50	-	-	-	-
	Green Line	60	60	60	-	-	-	-
West Covina								
	Go West Shuttle Service	Weekdays			Saturday		Sunday	
	Red Line	3-13	3-13	3-13	-	-	-	-
	Blue Line	6-10	6-10	5-10	-	-	-	-
	Green Line	3-5	3-5	3-5	-	-	-	-
Pasadena								
		Weekdays			Saturday		Sunday	
	Pasadena Transit	Peak	Midday	Evening	Day	Evening	Day	Evening
	10	2-6	2-7	3-7	2-6	2-6	2-6	2-6
	20	3-9	4-14	1-9	4-9	1-9	2-14	1-9
	31	5-8	5-11	5-10	5-10	5-10	5-10	4-9
	32	3-6	3-7	2-7	3-7	3-6	2-6	2-6

	40	3-10	3-10	3-10	3-10	3-9	3-9	3-9
	51	-	-	-	3-5	4	3-5	4-5
	52	6-13	-	5-13	-	-	-	-

Table 4 Foothill Transit Service by City

Arcadia							
	Weekdays			Saturday		Sunday	
Line Number	Peak	Midday	Evening	Day	Evening	Day	Evening
187	10-20	10-30	10-30	7-20	7-20	7-20	7-20
270	8-10	8-10	8-12	3-9	4-10	3-9	4-10
Azusa							
	Weekdays			Saturday		Sunday	
Line Number	Peak	Midday	Evening	Day	Evening	Day	Evening
187	10-20	10-30	10-30	7-20	7-20	7-20	7-20
494	5-11	-	5-15	-	-	-	-
185	5-20	5-18	5-20	7-12	7-13	7-12	7-13
Covina							
	Weekdays			Saturday		Sunday	
Line Number	Peak	Midday	Evening	Day	Evening	Day	Evening
185	5-20	5-22	5-21	7-10	9-13	7-10	9-13
280	6-13	7-14	7-13	6-14	6-14	6-14	6-14
Diamond Bar							
	Weekdays			Saturday		Sunday	
Line Number	Peak	Midday	Evening	Day	Evening	Day	Evening
286	10-15	10-15	10-15	8-13	8-13	8-13	8-13
853	5-12	4-13	-	-	-	-	-
854	3-11	3-11	3-11	-	-	-	-
482	5-16	6-18	5-16	5-12	5-16	5-12	5-16
493	3-20	4-25	4-32	-	-	-	-
195	5-12	5-13	5-13	4-11	4-12	4-11	4-12
Duarte							
	Weekdays			Saturday		Sunday	
Line Number	Peak	Midday	Evening	Day	Evening	Day	Evening
272	3-20	3-20	3-20	3-24	3-24	3-24	3-24
494	5-11	-	5-15	-	-	-	-
187	10-20	10-30	10-30	7-20	7-20	7-20	7-20

Glendora							
	Weekdays			Saturday		Sunday	
Line Number	Peak	Midday	Evening	Day	Evening	Day	Evening
187	10-20	10-30	10-30	7-20	7-20	7-20	7-20
284	8-15	9-15	10-16	8-14	8-15	8-14	8-15
494	5-11	-	5-15	-	-	-	-
851	6-18	6-18	-	-	-	-	-

Industry							
	Weekdays			Saturday		Sunday	
Line Number	Peak	Midday	Evening	Day	Evening	Day	Evening
274	5-17	5-19	5-19	4-20	4-20	4-20	4-20
495	3-35	4-40	3-40	-	-	-	-
493	3-20	4-25	4-32	-	-	-	-
194	10-16	11-24	9-16	11-15	12-13	11-15	12-13

Irwindale							
	Weekdays			Saturday		Sunday	
Line Number	Peak	Midday	Evening	Day	Evening	Day	Evening
272	3-20	3-20	3-20	3-24	3-24	3-24	3-24
492	9-18	7-17	7-14	5-13	6-14	5-13	6-14
185	5-20	5-18	5-20	7-12	7-13	7-12	7-13

La Puente							
	Weekdays			Saturday		Sunday	
Line Number	Peak	Midday	Evening	Day	Evening	Day	Evening
194	10-16	11-24	9-16	11-15	12-13	11-15	12-13
185	5-20	5-18	5-20	7-12	7-13	7-12	7-13
280	6-13	7-14	7-13	6-14	6-14	6-14	6-14
486	6-13	8-14	6-13	7-12	5-12	7-12	5-12
178	12-21	5-24	13-23	10-24	10-32	10-24	10-32

La Verne							
	Weekdays			Saturday		Sunday	
Line Number	Peak	Midday	Evening	Day	Evening	Day	Evening
492	5-12	6-17	6-19	6-15	6-14	6-15	6-14
494	5-11	-	5-15	-	-	-	-
499	3-12	4-36	4-32	-	-	-	-

Monrovia							
	Weekdays			Saturday		Sunday	
Line Number	Peak	Midday	Evening	Day	Evening	Day	Evening

270	8-10	8-10	8-12	3-9	4-10	3-9	4-10
187	10-20	10-30	10-30	7-20	7-20	7-20	7-20
Montebello							
	Weekdays			Saturday		Sunday	
Line Number	Peak	Midday	Evening	Day	Evening	Day	Evening
269	6-11	6-8	6-9	6-9	6-9	6-9	6-9
Pomona							
	Weekdays			Saturday		Sunday	
Line Number	Peak	Midday	Evening	Day	Evening	Day	Evening
197	5-11	5-11	5-11	5-11	5-11	5-11	5-11
699	4-22	9-40	4-35	-	-	-	-
291	5-13	6-18	5-14	5-16	5-16	5-16	5-16
482	5-16	6-17	5-16	4-12	4-16	4-12	4-16
292	4-16	7-16	7-16	-	-	-	-
195	5-12	5-13	5-13	4-11	4-12	4-11	4-12
Silver Streak	-	3-20	3-23	2-20	3-19	2-20	3-19
San Dimas							
	Weekdays			Saturday		Sunday	
Line Number	Peak	Midday	Evening	Day	Evening	Day	Evening
851	6-18	6-18	-	-	-	-	-
492	5-12	6-17	6-14	5-13	6-14	5-13	6-14
284	8-15	9-15	10-16	8-14	8-15	8-14	8-15
494	5-11	-	5-15	-	-	-	-
South El Monte							
	Weekdays			Saturday		Sunday	
Line Number	Peak	Midday	Evening	Day	Evening	Day	Evening
493	3-20	4-25	4-32	-	-	-	-
495	3-35	4-40	4-40	-	-	-	-
699	4-22	9-40	4-35	-	-	-	-
499	3-12	4-36	4-32	-	-	-	-
498	4-22	4-23	-	-	-	-	-
269	6-11	6-8	6-9	6-9	6-9	6-9	6-9
Temple City							
	Weekdays			Saturday		Sunday	
Line Number	Peak	Midday	Evening	Day	Evening	Day	Evening
492	5-12	6-17	6-14	5-13	6-14	5-13	6-14
Walnut							

	Weekdays			Saturday		Sunday	
Line Number	Peak	Midday	Evening	Day	Evening	Day	Evening
486	6-13	8-14	6-13	7-12	5-12	7-12	5-12
194	10-16	11-24	9-16	11-15	12-13	11-15	12-13
190	9-20	14-24	9-20	8-20	7-15	8-20	7-15
West Covina							
	Weekdays			Saturday		Sunday	
Line Number	Peak	Midday	Evening	Day	Evening	Day	Evening
190	9-20	14-24	9-20	8-20	7-15	8-20	7-15
281	9-14	9-15	8-15	9-16	9-16	9-16	9-16
480	9-21	12-28	9-22	7-21	9-20	7-21	9-20
699	4-22	9-40	4-35	-	-	-	-
499	3-12	4-36	4-32	-	-	-	-
498	3-12	4-22	4-23	-	-	-	-
178	12-21	5-24	13-23	10-24	10-32	10-24	10-32
185	5-20	5-18	5-20	7-12	7-13	7-12	7-13
Silver Streak	-	3-20	3-23	2-20	3-19	2-20	3-19

8 APPENDIX 2 - KEY STATISTICS BY CITY

Table 6 – Summary of Key Statistics by City

City	Population	Area (sq. mi.)	Population Density (per sq. mi.)	Employment	Employment Density	Total Senior Population Age 65+	Percentage of Population 65+
Alhambra	83,750	7.63	10,976	41,828	5,482	15,224	18.18%
Arcadia	57,939	11.13	5,206	25,801	2,318	11,095	19.15%
Azusa	49,974	9.68	5,163	24,112	2,491	4,900	9.81%
Baldwin Park	75,251	6.79	11,083	35,609	5,244	9,209	12.24%
Bradbury	1,070	1.96	546	404	206	172	16.07%
Claremont	36,266	13.47	2,692	16,892	1,254	6,975	19.23%
Covina	47,450	7.05	6,730	23,941	3,396	6,544	13.79%
Diamond Bar	55,544	14.88	3,733	26,793	1,801	9,389	16.90%
Duarte	21,271	6.71	3,170	10,511	1,566	4,183	19.67%
El Monte	115,487	9.65	11,968	51,505	5,337	15,558	13.47%
Glendora	51,544	19.66	2,622	24,113	1,227	8,390	16.28%
Industry	202	12.06	17	166	14	27	13.37%
Irwindale	1,446	9.61	150	659	69	216	14.94%
La Canada Flintridge	20,009	8.64	2,316	9,984	1,156	3,768	18.83%
La Puente	39,614	3.48	11,383	18,471	5,308	4,479	11.31%
La Verne	31,974	8.55	3,740	14,322	1,675	6,443	20.15%
Monrovia	36,331	13.74	2,644	19,104	1,390	5,101	14.04%
Montebello	61,954	8.37	7,402	28,851	3,447	9,302	15.01%
Monterey Park	59,669	7.73	7,719	27,182	3,516	12,901	21.62%
Pasadena	141,029	23.11	6,103	73,142	3,165	22,536	15.98%
Pomona	151,691	22.99	6,598	68,842	2,994	16,124	10.63%
Rosemead	54,058	5.18	10,436	24,801	4,788	9,149	16.92%
San Dimas	33,621	15.43	2,179	15,949	1,034	6,544	19.46%
San Gabriel	39,899	4.15	9,614	19,334	4,659	6,804	17.05%
San Marino	13,048	3.77	3,461	5,732	1,520	2,728	20.91%
Sierra Madre	10,973	2.96	3,707	5,313	1,795	2,503	22.81%
South El Monte	20,574	2.85	7,219	8,727	3,062	2,472	12.02%
South Pasadena	25,329	3.42	7,406	13,332	3,898	3,574	14.11%
Temple City	35,811	4.00	8,953	16,871	4,218	6,228	17.39%
Walnut	29,685	9.00	3,298	13,974	1,553	6,104	20.56%
West Covina	105,101	16.09	6,532	51,311	3,189	16,484	15.68%