City of Irwindale

ACTIVE TRANSPORTATION PLAN

January 2021

ACTIVE TRANSPORTATION PLAN

City of Irwindale

January 2021

This document was funded through a Caltrans Active Transportation Program Cycle II Grant.

PLACEWORKS

City of IRWINDALE

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

This page intentionally left blank

EXECUTIVE SUMMARY

Chapter 1

PLAN PURPOSE AND VISION

The Irwindale Active Transportation Plan will guide the development of pedestrian and bicycle infrastructure and programs in the City of Irwindale. The Plan ultimately supports and implements a fully integrated network accommodating all transportation modes, with a specific focus on improving pedestrian connections to key destinations citywide. From its policies and project recommendations to its implementation program, the Active Transportation Plan seeks to make walking and bicycling in the City of Irwindale safe, pleasant, and convenient for people of all ages and abilities.

The Plan's proposed pedestrian and bicycle network provides key connections for people living in, working in, and visiting Irwindale to regionally significant recreational and transit amenities. These connections will support and expand sustainable transportation options, simultaneously improving public health and maximizing available public infrastructure. Design guidelines for pedestrian and bicycle facilities, provided in Appendix K, will ensure that development of the bicycle and pedestrian network will utilize national best practices and also reflect the City's unique history and character.

SUMMARY OF DOCUMENT CHAPTERS

Summaries of chapters within the Irwindale Active Transportation and Design Guidelines are provided below.

Chapter 2 – Existing Conditions

The existing conditions analysis provides background information and data to support community feedback received on walking and biking conditions in Irwindale. The analysis included an assessment of:

- Irwindale's setting, land use characteristics, demographic characteristics, commute patterns, existing public transit options, existing walking and biking infrastructure
- Overview of collision patterns
- Overview of levels of walking and bicycling determined through pedestrian and bicycle counts at several locations
- Existing policy framework on walking and biking

The planning process for the Plan included a variety of outreach components including a dedicated

Document Organization

1 EXECUTIVE SUMMARY

2 EXISTING CONDITIONS

3 POLICY FRAMEWORK

4 PLAN RECOMMENDATIONS

5 FUNDING AND IMPLEMENTATION

6 APPENDICES

webpage, flyers, surveys, e-mail blasts, "pop-up" events, and engagement with key stakeholder organizations and businesses. Print and online surveys provided valuable community feedback regarding topics such as perceived level of comfort for walking or bicycling in Irwindale, areas that are challenging for people walking and/or bicycling, and desired improvements to walking and bicycling infrastructure. Based on feedback received through the surveys and pop-up events, community members expressed concerns about walking/bicycling safety and comfort, revealing a desire for more high-quality facilities and traffic calming interventions.

Background information gathered and community feedback received on walking and biking conditions discussed in Chapter 2 establishes a framework for proposed policies, programs and infrastructure improvements, which are presented in Chapters 3 and 4.

Chapter 3 – Policy Framework

This chapter contains goals, policies and actions to guide the City of Irwindale in implementing the vision of the Irwindale Active Transportation Plan. A goal is a positive outcome of implementing the Plan, a policy is a method to achieve a goal, and an action is a practical step to implement a policy. Plan goals, policies and actions are largely based on the "Essential Elements of a Bicycle Friendly America" as supported by the League of American Bicyclists and the California Transportation Commission (CTC) for inclusion in active transportation plans. These elements include Education, Encouragement, Enforcement, Engineering, and Evaluation, and they provide the basis for four of the 5 goals in the Plan. The additional Plan goal promotes accessibility and connectivity to form a complete bicycle and pedestrian network.

Chapter 4 – Plan Recommendations

This chapter recommends 71 pedestrian projects and 39 bicycle projects. To most effectively utilize available and potential resources, this Plan includes several criteria utilized to prioritize projects into defined implementation phases. The criteria are based on community feedback and analysis of walking and biking conditions described in Chapter 2. Primary criteria developed for pedestrian and bicycle recommendations include:

- Provides direct access to key destinations in Irwindale
- Implements recommendations in adjacent and/or regional pedestrian and bicycle plans
- Improves safety and access for all
- Incorporates multi-modal infrastructure in growth areas
- Connects to regional infrastructure (bicycle criteria only)
- Connects to bikeways in adjacent jurisdictions (bicycle criteria only)

In addition, a set of secondary criteria is based on estimated project costs, amount of coordination required with outside agencies, and amount of adjustments needed to utilize existing rights-of-way to implement the project. Specific evaluation of criteria on individual project recommendations are provided in Appendix I for pedestrian projects and Appendix J for bicycle projects. The majority of prioritized projects are within the City's Pedestrian Priority Areas or along Bicycle Priority Corridors, which are areas in Irwindale that satisfy most or all defined criteria.

Using these criteria, projects are organized into three phases, with Phase 1 projects to be implemented in 5 years, Phase 2 projects to be implemented within 5-10 years, and Phase 3 projects to be implemented in 10-20 years. Descriptions of individual projects are identified in Chapter 4 through maps, tables and high-level cost estimates. The Plan also provides a phased list of 36 programs that will support walking and bicycling in the City of Irwindale, also prioritized by criteria described in this chapter. Program recommendations directly link to advancing goals, policies and actions described in Chapter 3.

Chapter 5 – Funding and Implementation

This chapter details strategies to advance project implementation, including information on over three dozen national, state, regional, local and non-traditional funding sources. Opportunities to apply for funding to implement Plan projects and programs are identified, along with descriptions of examples of projects in the region that have been recently funded by these programs.

The most significant source of funding for projects in this Plan is the Caltrans Active Transportation Program, with the next Call for Projects (Cycle 5) to occur in Spring 2020. In Cycle 5 and future rounds of funding to be released once every two years, approximately $440 million dollars will be potentially available for pedestrian and bicycle infrastructure statewide. To ensure that Irwindale is competitive for active transportation funds at the statewide level, the Plan has been designed to comply with the current California Transportation Commission (CTC) Active Transportation Guidelines, which are provided in detail in Appendix H.

Appendices

The appendices include background data and research that is summarized in the Existing Conditions Chapter (Chapter 2) and detailed matrices on the prioritization of pedestrian and bicycle infrastructure projects that is summarized in the Plan Recommendations Chapter (Chapter 4). There is also a Design Guidelines appendix providing best practice strategies for the design of high-quality pedestrian, bicycle, and trail facilities in Irwindale.

- Appendix A –Count Memorandum
- Appendix B –Count Form Template
- Appendix C –Survey Forms
- Appendix D – Bicycling Survey Summary
- Appendix E – Walking Survey Summary
- Appendix F – Outreach Event Summaries
- Appendix G – Project Flyer
- Appendix H – Caltrans Active Transportation Checklist
- Appendix I – Pedestrian Project Matrix
- Appendix J – Bicycle Project Matrix
- Appendix K – Design Guidelines

EXISTING CONDITIONS

Chapter 2

PROJECT SETTING

The City of Irwindale is in the San Gabriel Valley region of Los Angeles County, just to the south of the San Gabriel Mountains. The western boundaries of the City are approximately 13 miles east of Downtown Los Angeles. The City is generally bounded by Duarte to the north, Azusa to the east, Baldwin Park to the south, and the cities of Monrovia, Arcadia, El Monte and Duarte to the west. The City's industrial history and development patterns have been primarily shaped by the local mining industry and many active and inactive quarries are located throughout the community. Figure 2.1 shows the City's regional context including adjacent jurisdictions, the regional roadway network, existing bikeways and trails, rail lines, and transit infrastructure.

The Santa Fe Dam Recreation Area – representing one-third of the city's land area – attracts users from across the region, with activities including bicycling, fishing, boating (non-motorized), and seasonal swimming. The San Gabriel River traverses the City in a north-south direction; it is mostly channelized with a "soft bottom" composed of natural soils and vegetation, although it is in a more-naturalized state within the Santa Fe Dam Recreation Area.

The history of Irwindale reflects its distinctive geographic location, area geology, and topographical conditions, its foothill location atop deep alluvial deposits that have accumulated over thousands of years. By the late 19th century, the Irwindale area was known to contain some of the highest quality and quantity of aggregate resources in Southern California, and mining soon became the young town's principal industry. Irwindale's mined aggregate literally supported the region's tremendous growth in the 20th century by providing quality construction aggregate for new freeways, roads and buildings.

Today, Irwindale retains an industrial focus; while the sand and gravel mining industry remains a moving force in the City's economy, its economic base includes a wide variety of industrial and manufacturing businesses, warehousing, food processing plants, and professional offices. Relatedly, the city has both challenges and tremendous opportunities as it has sought ways to repurpose pits that sit idle because they have been fully mined. The Irwindale Business Center, a 2-million square foot industrial park, and Reliance II sit atop reclaimed quarries. Today, redevelopment of reclaimed quarries continues.

LAND USE

The City of Irwindale contains a mix of uses including industrial, commercial, residential (primarily single family), and significant area dedicated to open space and recreation. The distribution of existing land uses across the City's 9.5 square miles is illustrated in Figure 2.2.

The three largest land uses within the City are parks and open space (36.8%) of the land area, including the Santa Fe Dam Recreation Area and the San Gabriel River Trail), mineral processing (21.3%), and light industrial (16.1%). Irwindale's Town Center, with commercial, residential, and civic uses, is focused around the intersection of Irwindale Avenue and Arrow Highway. The General Plan Land Use Element (GPLUE), shown in Figure 2.3, largely corresponds with existing land uses. A notable difference is the specification of regional commercial land use in the GPLUE along the 605 Freeway and the 210 Freeway that is currently industrial in use.

City of Irwindale City Hall Plaza

Figure 2.1: Regional Context

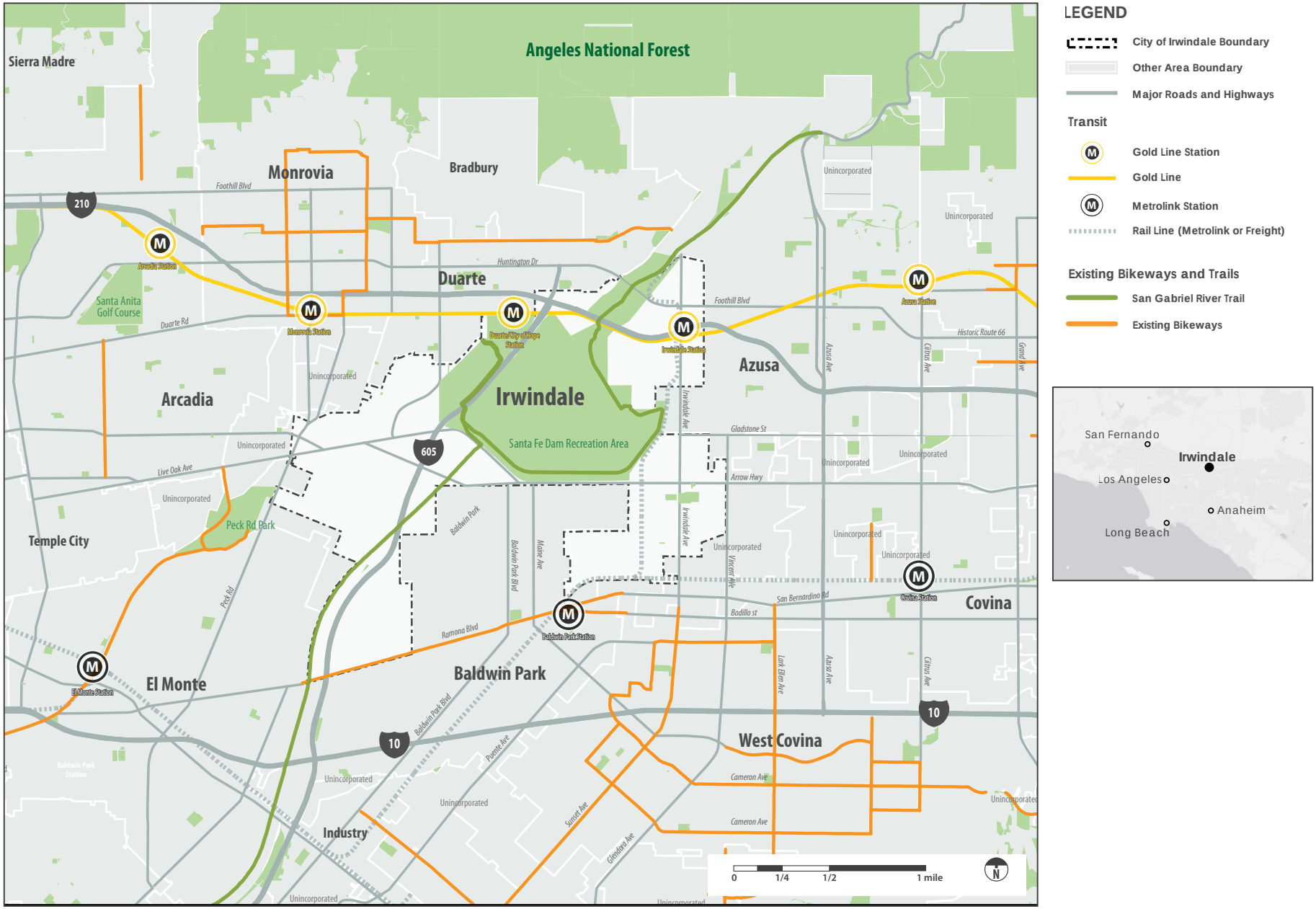


Figure 2.2: Existing Land Use

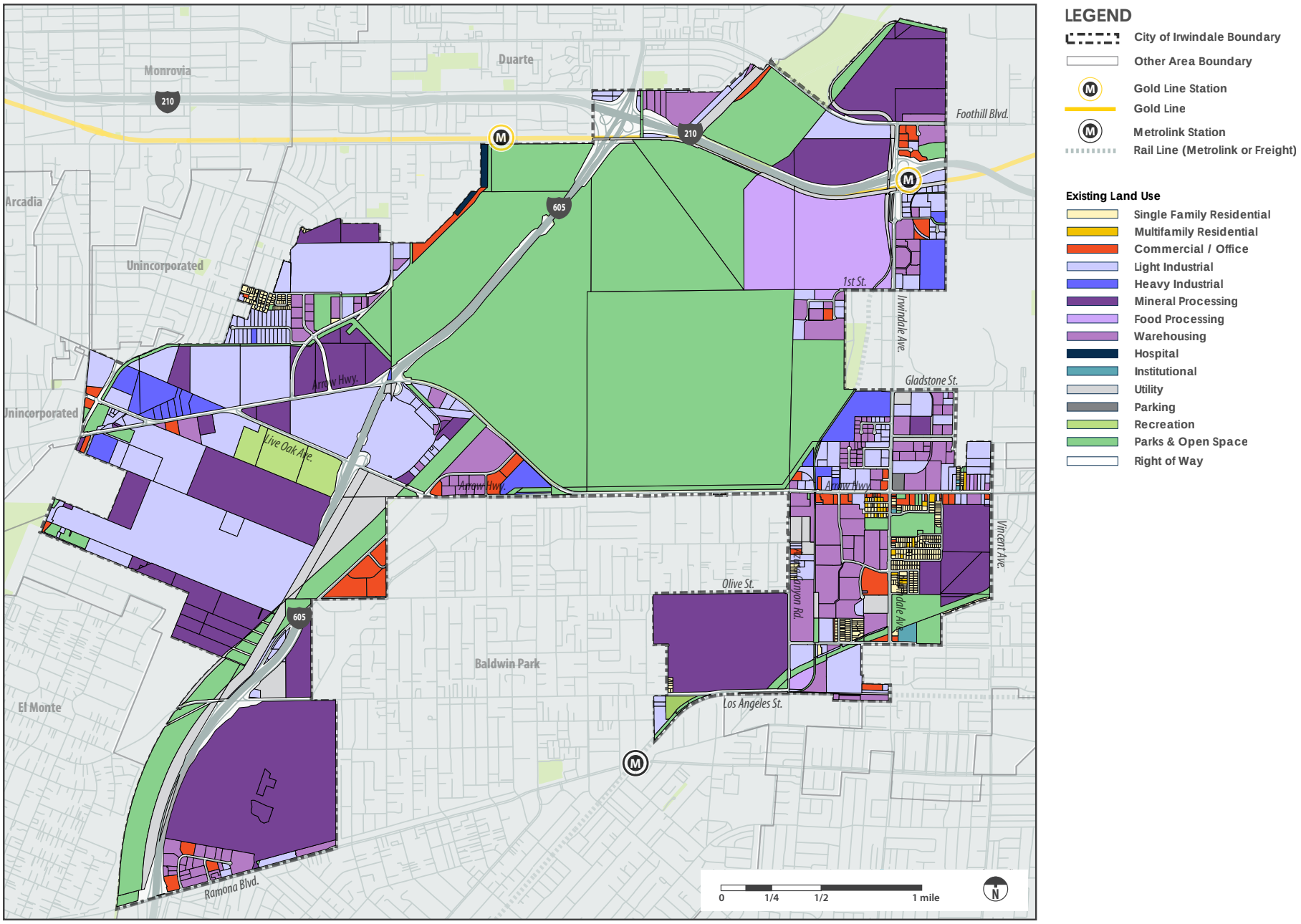
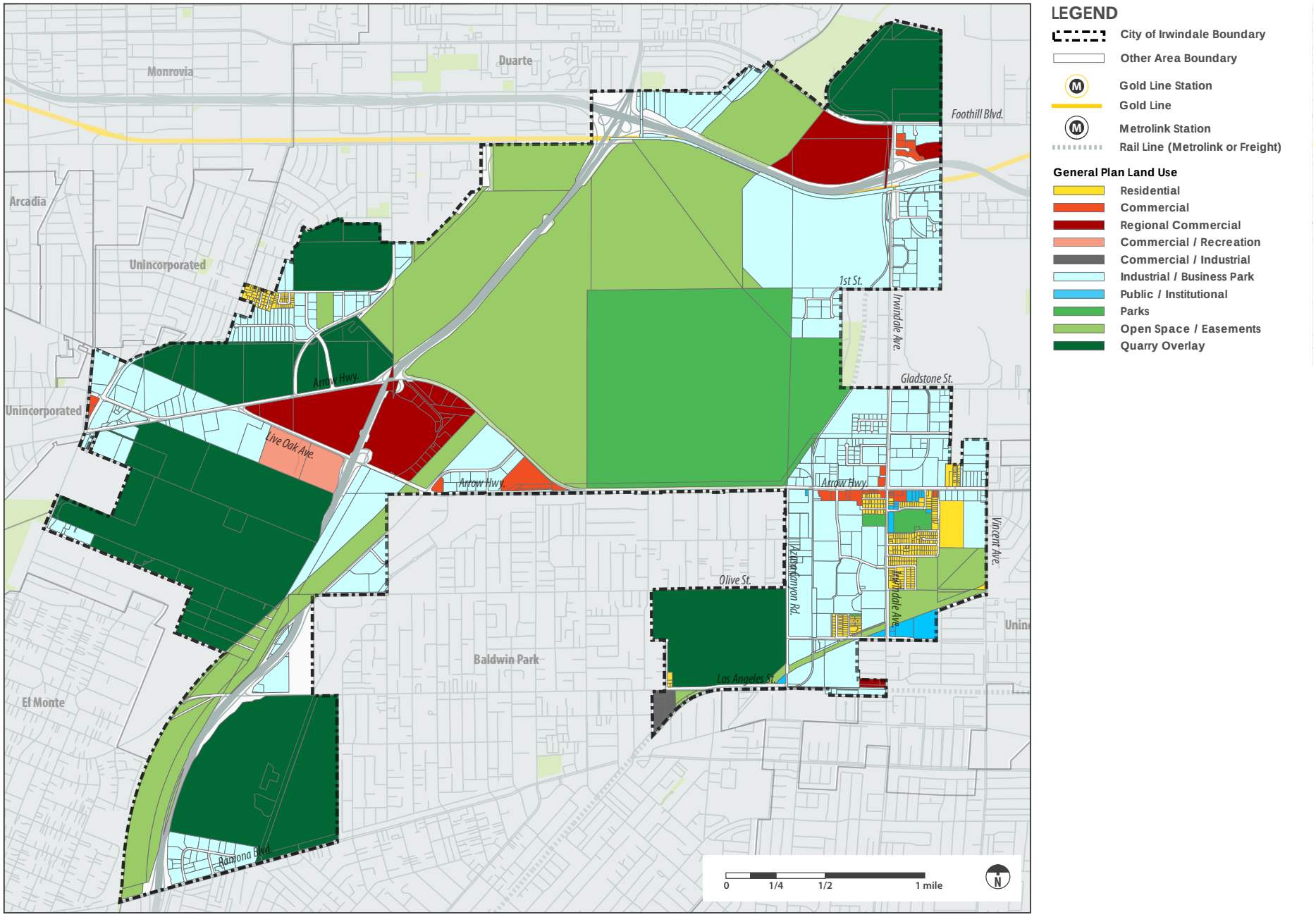


Figure 2.3: General Plan Land Use



DEMOGRAPHICS AND COMMUTE PATTERNS

According to the 2016 American Community Survey (ACS) 5-year population estimates, 1,319 residents live in the City of Irwindale and 546 residents, approximately 41% of the population, work in the City as welli. Many residents drive alone to work at a higher rate than residents in surrounding cities, the County of Los Angeles, and the State of California (see Table 2.1). Although fewer than 4 percent of employed residents walk to work, at 3.3 percent mode-share, walking constitutes a greater percentage of trips made in Irwindale than trips made in surrounding cities, the County of Los Angeles, and the State of California. Trips made by bicycle, however, represent 0-percent of all trips made in the City. In comparison to residents in surrounding cities, the County, and the State, a greater percentage of Irwindale residents travel less than 10 minutes to work and proportionally more employed residents work 19 or fewer minutes from home (see Table 2.2). Irwindale residents who commute 60 minutes or more to work, however, represent a greater percentage by the same comparison.

Data from the 2015 Longitudinal Employer-Household Dynamics study indicates that 15,658 primary jobs exist in the Cityii. Approximately 42 percent of employees commute fewer than 10 miles to work from nearby cities like Baldwin Park, El Monte, and Azusa. More than 96.5 percent of employees working in Irwindale live outside of the City.

The manufacturing, wholesale trade, retail trade, and construction industries constitute 71 percent of jobs in Irwindale. Major employers include MillerCoors, Southern California Edison, Ready Pac/Bonduelle Group, Southern California

Table 2.1: Commute Patterns (Mode Share)

MODE OF TRAVEL (%)	IRWIN-DALE	AZUSA	BALDWIN PARK	COVINA	DUARTE	EL MONTE	LA COUNTY	STATE
CAR, TRUCK, OR VAN - DROVE ALONE	82	73	76	79	75	74	73	74
CAR, TRUCK, OR VAN - CARPOOLED	8	11	14	12	10	13	10	11
PUBLIC TRANSPORTATION	3	3	4	4	5	5	7	5
WALKED	3	8	1	1	3	3	3	3
BICYCLE	<1	1	<1	<1	1	<1	1	1
MOTORCYCLE AND OTHER MEANS	1	2	1	1	2	1	1	2
WORKED FROM HOME	2.0	2.6	4.0	2.7	5.1	3.8	5.2	5.4

Table 2.2: Commute Patterns (Travel Time)

TRAVEL TIME TO WORK (%)	IRWIN-DALE	AZUSA	BALDWIN PARK	COVINA	DUARTE	EL MONTE	LA COUNTY	STATE
LESS THAN 10 MINUTES	18	14	6	9	10	4	7	10
10 TO 14 MINUTES	11	14	11	12	13	10	11	13
15 TO 19 MINUTES	17	12	14	11	13	13	14	15
20 TO 24 MINUTES	8	13	17	11	14	16	14	15
25 TO 29 MINUTES	4	4	6	5	5	5	5	6
30 TO 34 MINUTES	10	14	18	13	15	18	18	15
35 TO 44 MINUTES	6	7	8	7	7	7	8	7
45 TO 59 MINUTES	6	10	10	12	9	14	10	9
60 OR MORE MINUTES	21	13	13	19	13	13	13	11

Edison, Spectrum, Biosense Webster, Inc., Decorative Specialties, California Community News Corporation, Gale Banks Engineering, Irwindale Event Center, and Athens Services. Mining operators include Vulcan Materials, Hanson Aggregates, and United Rock Product. Employment is concentrated in the Irwindale Avenue corridor between Cypress Street and Gladstone Street, and southeast of the San Gabriel River Freeway and Arrow Highway interchange.

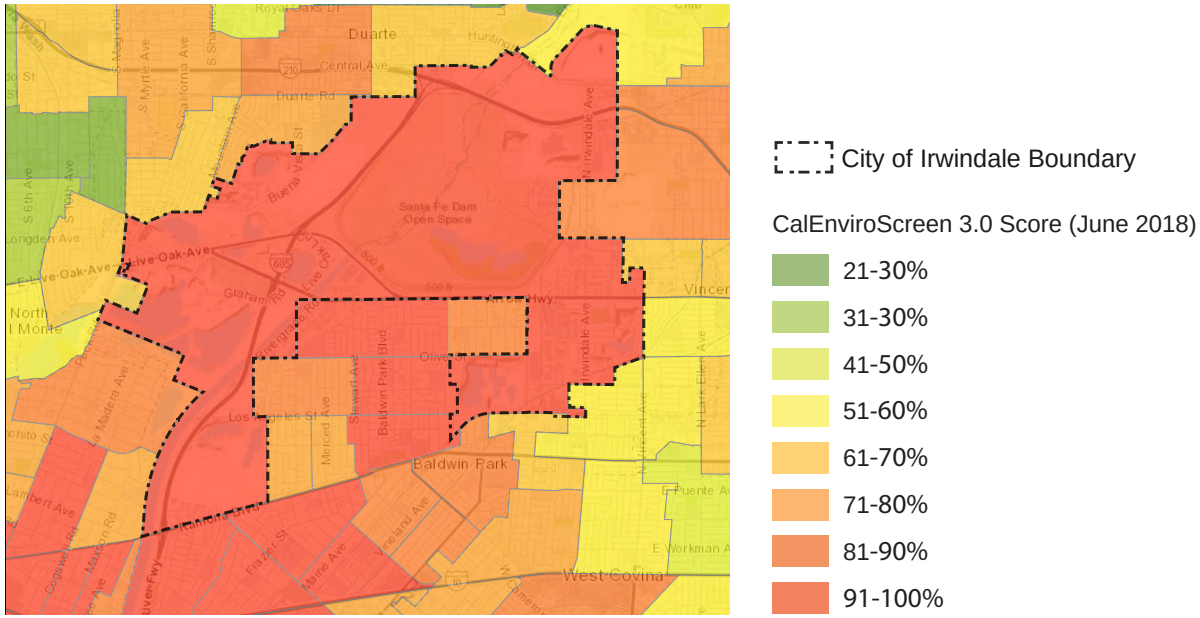
EQUITY ANALYSIS

A key component of the Caltrans Active Transportation Program is to expand mobility for communities disproportionately burdened by multiple sources of pollution, with funding for walking and biking projects and programs prioritized for these communities. This equity analysis helps determine Irwindale's status in the statewide prioritization of Active Transportation Program grant funds by analyzing Irwindale's environmental, health and socioeconomic factors compared to other California communities. CalEnviroScreen is the mapping tool and formula utilized by Caltrans to identify communities that are disproportionately burdened by, and vulnerable to, multiple sources of pollution. CalEnviroScreen uses environmental, health, and socioeconomic information to rank census tracts, with higher scores suggesting higher pollution burden and vulnerability. The tool produces results for each census tract in the state on a 100-point scale, with 100 points being the most disadvantaged.

According to CalEnviroScreen 3.0, the City of Irwindale (composed of a single census tract) has a very high pollution burden and vulnerability when compared to other census tracts across California. The Irwindale census tract has a CalEnviroScreen 3.0 score above 90% (Figure 2.4). Irwindale's score positions the City well for grant funding to build transportation infrastructure recommended in this Plan and to develop new—and enhance existing—programs that support equity. Improving walking and biking facilities in Irwindale and connections to surrounding communities will help advance statewide goals of reducing pollution and improving mobility.

Opportunities to obtain statewide Active Transportation Program funds for walking and biking projects further advances Irwindale's long-term commitment to improve the community's well-being. Irwindale has been proactive in establishing health care programs and parks for its residents, helping to mitigate impacts of surrounding land uses.

Figure 2.4: CalEnviroScreen Results for the City of Irwindale and Environs



PUBLIC TRANSPORTATION

Irwindale residents have several transit options in and around the City. Local bus and light rail lines service the region and connect Irwindale with the surrounding cities of Baldwin Park, Duarte, Monrovia, Pasadena, Alhambra, El Monte, City of Industry, Azusa, Covina, and Pomona, as well as Downtown Los Angeles and San Bernardino County. Coordination between transit routes and active transportation infrastructure, including enhanced sidewalks, crosswalks, and bikeways, improves first/last-mile commutes and expands connectivity. Figure 2.5 on page 2-9 illustrates the existing public transportation infrastructure in Irwindale.

BUS SERVICE AND AMENITIES

Ten bus lines operate in or directly adjacent to the City. The Los Angeles County Metropolitan Transportation Authority (Metro) operates two regional

lines and Foothill Transit operates 8 local/regional lines. Metro line 78 and Foothill Transit lines 187 and 190 operate at high quality service levels during peak hours on weekdays, with buses along those lines arriving every 15 minutes or less. The remaining Metro and Foothill Transit lines operate with less frequency during peak hours on weekdays. Except for Metro line 78, all Metro and Foothill Transit lines operate infrequently, with buses on most lines only arriving once or twice an hour during peak and non-peak hours on Saturday and Sunday. Table 2.3 summarizes the operating headways at peak and off-peak periods for weekdays, Saturdays, and Sundays/Holidays for bus and rail lines. Operating hours vary by bus line, but typically begin service at 5:00 AM in the morning and continue operation into the evening between 9:00 PM and 11:00 PM on weekdays. Table 2.4 illustrates approximate hours of operation within the City for bus and rail lines.

Foothill Transit is the primary local bus operator in Irwindale. Foothill line 185 runs north-south along Irwindale Avenue, connecting residential and commercial areas with the Irwindale Gold Line station. Route 492 operates in the southern portion of the city, running east-west along Arrow Highway and Live Oak Avenue. It connects cities to the east and west of Irwindale, including Arcadia and Montclair, with Irwindale employment centers. Metro operates lines at the periphery of the City. Metro route 78 terminates in a low-density employment area in east Irwindale and connects to Alhambra, Union Station in Downtown Los Angeles, and Southeast Los Angeles. Route 267, which connects to Altadena, is north of the City and terminates at the Duarte/City of Hope Metro Gold Line station.

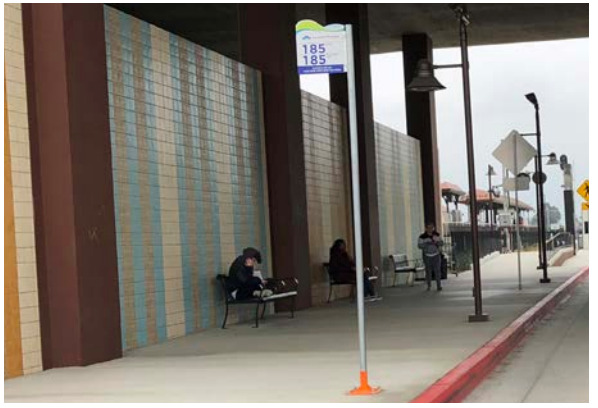
Both Metro and Foothill bus operators equip exterior bike racks on the front of buses to support multi-modal transfers and first-last mile access. Transit amenities, such as bus shelters, benches, and trash receptacles, are installed at some bus stops. Other bus stops have limited or no amenities and access via narrow sidewalks (less than 4 or 5 feet).

LIGHT RAIL SERVICE

Metro operates the Gold Line light rail line that connects Irwindale to Azusa to the east, Downtown Los Angeles to the southwest, and to the Metro Rail system via Union Station. The Metro Gold Line offers Irwindale residents the most consistent, high-quality transit service, as headways during peak and non-peak hours do not exceed 12 minutes. The Irwindale station has a bus stop for Foothill Route 185, bike lockers and racks, and a multi-story parking structure. There is a lack of sidewalk connectivity, particularly to the employment and residential centers directly to the east of the

Metro Gold Line Station at Irwindale





Irwindale Bus Stops

Figure 2.5: Transit Connectivity

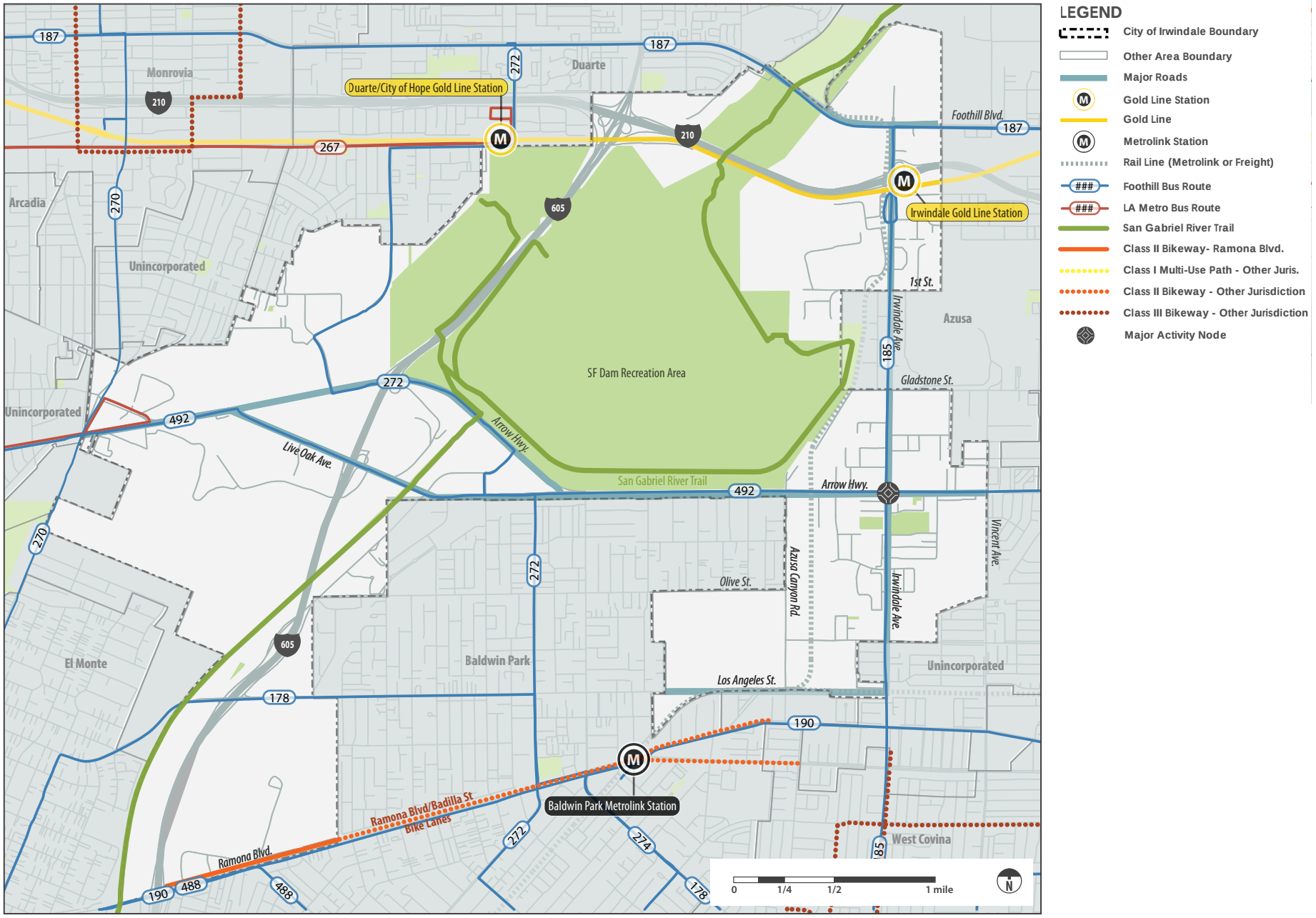


Table 2.3: Transit Service Frequency

OPERATOR	LINE	WEEKDAY		SATURDAY		SUNDAY/HOLIDAY	
		PEAK	OFF-PEAK	PEAK	OFF-PEAK	PEAK	OFF-PEAK
FOOTHILL TRANSIT	187	15	25	30	30	30	30
	492	20	30	30	30	30	30
	178	30	30	30	60	30	60
	185	30	60	30	60	30	60
	190	12	50	30	60	60	60
	270	50	50	60	60	60	60
	272	35	60	60	60	60	60
	488	20	60	60	60	60	60
METRO	78	10	30	25	50	35	50
	267	60	70	65	65	55	60
	Gold Line (804)	7	12	12	12	12	12
METROLINK	San Bernardino Line	25	70	85	100	70	100

station and there are sidewalks only on one side of Irwindale Avenue. In addition, there is no direct connection from the station to the businesses and employment centers north of the 210 Freeway. The at-grade Duarte/City of Hope Station is less than one-tenth of a mile from the northwest boundary of the City. Passengers from this station can access the employment centers and the Santa Fe Dam Recreation via Foothill route 272.

COMMUTER RAIL SERVICE

The at-grade Baldwin Park commuter rail station, operated by Metrolink, is located less than a quarter mile outside of City limits from the southwestern tip of the City and approximately 2.5 miles southwest of Irwindale City Hall. The San Bernardino Line connects the area to Downtown Los Angeles, Rancho Cucamonga, and Downtown San Bernardino, primarily serving regional and inter-regional commuters with trains departing every 25 minutes during peak weekday hours. During weekday non-peak hours and on weekends, trains depart at 70 to 100-minute intervals. The Metrolink

Metro Gold Line Station at Irwindale

Foothill Bus at Metro Gold Line Station

Metrolink El Monte Station

Table 2.4: Transit Service Operating Times

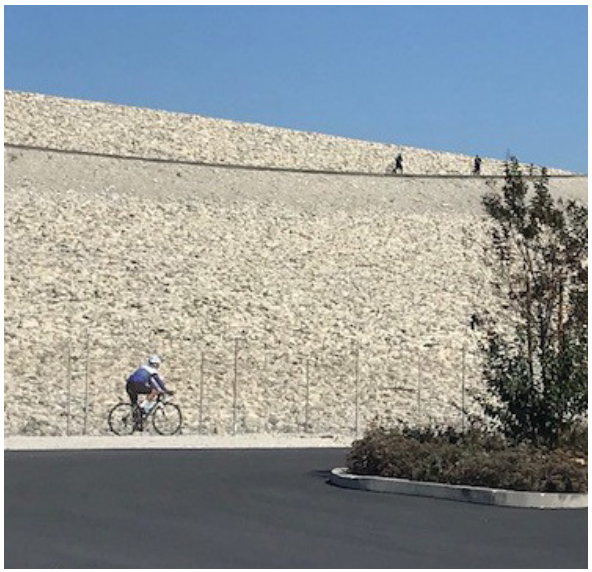
OPERATOR	LINE	WEEKDAY	SATURDAY	SUNDAY/HOLIDAY
FOOTHILL TRANSIT	187	5A-11P	6A-11:30P	6A-11:30P
	492	5A-11P	7A-10P	7A-10P
	178	5A-11P	6A-11:30P	6A-11:30P
	185	5:30A-11P	6A-8P	6A-8P
	190	5A-1A	6A-12:30A	6:30A-12:30A
	270	5A-9P	6A-8P	6A-8P
	272	6A-8P	7A-7P	7A-7P
	488	5A-9:30P	7A-11P	7A-11P
METRO	78	5A-2A	4A-2A	5A-2A
	267	5:30A-9P	7A-8P	7A-8P
	Gold Line (804)	4:30A-2P	4A-2A	4A-2A
METROLINK	San Bernardino Line	5A-10P	7A-1A	7A-11P

Approximate time based on first and last stop in or near Irwindale

right-of-way is within and defines the southeastern border of the City.

The Baldwin Park Station also serves as a multi-modal transportation hub for bus lines and regional bike routes. Foothill Transit buses extend public transit service in all directions from the station, running east-west along Pacific Avenue and north-south along Puente Avenue. North of the station, Metro's regional line 190/194 runs along Ramona Boulevard connecting west through El Monte and east through Covina. A bike lane also follows the Ramona Boulevard corridor from the 605 Freeway eastbound to Badillo Street, where it then continues along Badillo Street to Orange Avenue within the City of Baldwin Park.

Activity generators at the City of Irwindale (local park, elementary school, shopping/retail center)



San Gabriel River Trail

ACTIVITY GENERATORS

To provide a complete bicycle and pedestrian network, this document seeks to promote the development of valuable linkages to support walking and bicycling. It is especially important to provide safe and convenient connections to popular local destinations and "activity generators", which include the area's K-12 schools, institutional uses, commercial and retail centers, the Irwindale Gold Line Station and other regional transit infrastructure, County- and City-maintained parks and open spaces, and multi-use trails (Figure 2.7). The 38-mile long San Gabriel River Trail is one of the most regionally significant bikeways in the San Gabriel Valley and runs north-south through Irwindale along the western boundary for approximately ten miles. Key area destinations also include the Baldwin Park Metrolink Station in the City of Baldwin Park and City of Hope National Medical Center on the border of Irwindale and Duarte.

ASSESSMENT OF EXISTING BICYCLE NETWORK AND FACILITIES

TYPES OF BIKEWAYS

A visual representation of the Bikeway types is depicted in Figure 2.7.

- **Class I (bike paths)** also known as multi-use paths, are separated completely from motor vehicle traffic and usually shared with pedestrians.
- **Class II (bike lanes)** are delineated lanes within the roadway for the exclusive use of bicycles. Vehicle and pedestrian cross-flow are permitted. The striping is supported by pavement markings and signage. Class II bikeways can be enhanced by features such as green paint or painted buffers.
- **Class III (bike routes)** are located on roadways on which bicyclists share the roadway with motor vehicles. Bike routes are designated by signage and/or shared roadway bicycle markings (sharrows).
- **Class IV bikeways (cycle tracks)** are within or adjacent to a roadway and separated from traffic by a physical barrier such as bollards, on-street parking, or planters. This design allows an exclusive right-of-way for bicycle travel.

Figure 2.6: Types of Bikeways

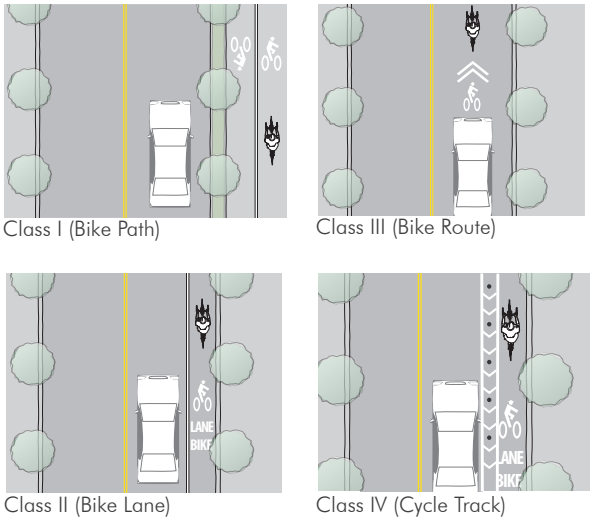
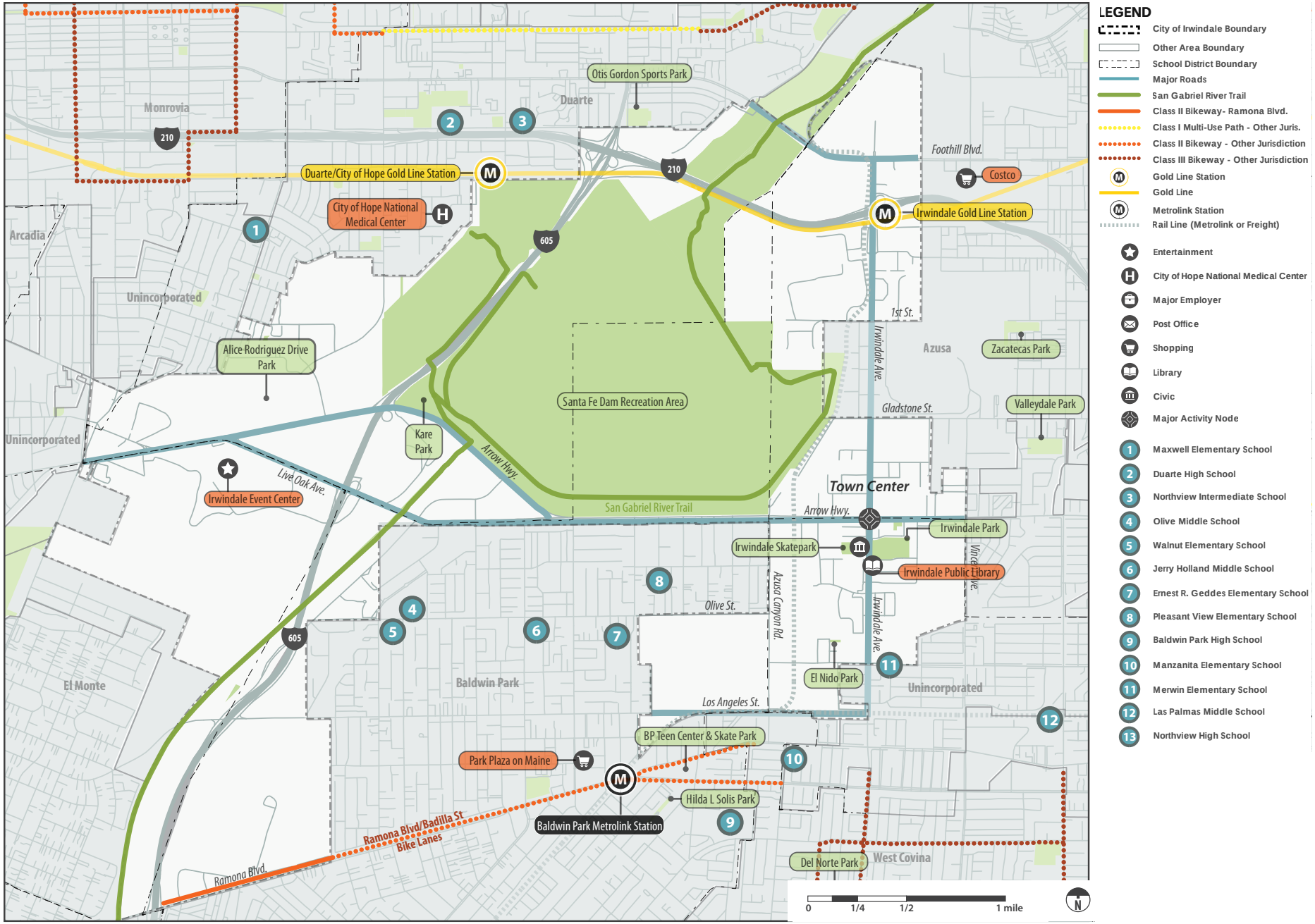


Figure 2.7: Activity Generators



Bicycling on Irwindale Avenue

Bike Racks at Irwindale Park

Bike Lockers at Metro Gold Line Irwindale Station

EXISTING BICYCLE AND TRAIL FACILITIES IN IRWINDALE

Bicycling is improved by connections to transit, walking paths and sidewalks, and automobile parking, but these activities often take place in the same space on urban and suburban streets. The coexistence of transit and bicycles on roadways can present significant challenges due to differences in size, average speed, and stopping patterns. This concurrent street use creates unsafe conditions for bicyclists and necessitates careful consideration when planning new and upgraded bike facilities. This section describes the existing conditions of the bicycle network within the City of Irwindale and introduces some preliminary recommendations for improvements to the network.

There is a very limited existing bicycle network within the City of Irwindale as illustrated in Figure 2.7. Major roadways, such as Irwindale Avenue, Arrow Highway, Foothill Boulevard, and Live Oak Avenue serve as designated truck routes within Irwindale, so bikeways may be limited due to associated safety concerns for bicyclists. Although most of the city lacks existing bicycle facilities, there is a Class I Bikeway, the San Gabriel River Trail, located adjacent to Santa Fe Dam Recreation Area in Irwindale. The only on-street bicycle facility directly adjacent to the City of Irwindale is along Ramona Avenue in the southwestern corner of the city bordering Baldwin Park.

PROPOSED BICYCLE AND TRAIL FACILITIES IN IRWINDALE

The City of Irwindale can improve bicycle connections Citywide by increasing access to its existing Class I bicycle facility, the San Gabriel River Trail, which serves as a major regional bikeway and provides connections to communities located to the south of Irwindale. Through coordination with Metro and Foothill Transit, connections to the San Gabriel River Trail can be improved by providing wayfinding signage at key points such as the Irwindale Gold Line station and other transit stops along major arterials in the city. The implementation of new bicycle facilities along Irwindale Avenue and Foothill Boulevard will depend on available right-of-way and alleviating safety concerns associated with existing truck routes.

The City of Irwindale has paved a new Class I Bikeway between the 605 Freeway and East Circle at the border of The City of Irwindale and Duarte, connecting the City of Hope National Medical Center to the San Gabriel River Trail. There is also a bike lane on Ramona Boulevard (located in adjacent Baldwin Park) that connects the southwest industrial area of the City to the Baldwin Park Metrolink Station and terminates south of the Irwindale Avenue commercial corridor. The 2012 County of Los Angeles Bicycle Master Plan proposes a limited number of new Class I, II, & III bikeways within a three-mile radius of the existing Irwindale Gold Line station, as illustrated in Figure 2.8.

ADDITIONAL BICYCLE AMENITIES

Bicycle amenities include both short- and long-term bicycle parking facilities. Short-term facilities, intended for parking duration of less than two hours, include bike racks and corrals. Long-term facilities, including bike lockers, are more secure than bike racks and can shield bicycles from the elements. Bike parking is typically located around public transportation stations, large businesses, city centers, and other locally and regionally significant attractions or destinations. Schools are also a common location for bicycle parking, and nearby

Figure 2.8: Existing and Proposed Bikeways

Sidewalk conditions on a segment along Arrow Highway east of Irwindale Avenue

Raised crosswalk with continental striping and landscaping on Ayon Avenue

Metro wayfinding near the Gold Line Station

Well-shaded (but narrow) sidewalk with bus shelter on Irwindale Avenue

schools in Azusa and Baldwin Park provide these amenities for their students. Metro currently accommodates bike lockers and bike racks at the Irwindale Gold Line Station, but similar options are inconsistently distributed throughout the city. Existing bike parking in Irwindale is primarily concentrated along the San Gabriel River Trail at Lario Park (just north of Foothill Boulevard) and Chalan Rest Stop (just south of Arrow Highway) and within the Santa Fe Dam Recreation Area near the Nature Center. Jardin de Roca Park and Irwindale Park also offer bike parking, but no amenities are available in the Kare Park athletic complex. In addition, there are little to no bicycle parking options along main transportation corridors or near commercial, business, and industry centers.

Bike Share is currently unavailable in the area and is a service the City could consider adopting through coordination with Metro or another entity to assist commuters in covering the first-and-last-mile gap between their destination and transit stations and other major transit stops. Currently, the nearest bicycle share systems include the LimeBike dockless system in Monrovia. Four bicycle shops and one bicycle rental location are within a 5-mile radius of Irwindale's Town Center. Photos below depict the bicycle amenities currently offered in the City of Irwindale.

ASSESSMENT OF EXISTING PEDESTRIAN NETWORK AND FACILITIES

This section describes the existing pedestrian network in the City of Irwindale and introduces proposed pedestrian improvements to the network.

WALKABILITY

Walkability is a qualitative measure of the degree to which a pedestrian network encourages walking. Walkability is influenced by all aspects of the built environment, including availability of pedestrian facilities and amenities, such as benches, store frontage, and wayfinding signage. Pedestrian facilities are critical elements to improve a safe and functional pedestrian environment. People are willing to walk longer distances in areas that have adequate temperatures and shade, places to rest, and safety from passing vehicles. Enjoyable pedestrian environments have pedestrian facilities that are designed with consideration of the surrounding context.

Pedestrian wayfinding improves walkability by providing information on nearby destinations accessible by foot. These are typically human-scaled signs with directional arrows and distances or maps that provide information on the current location and the location of nearby points of interest including parks, shopping districts, and transit stops. Pedestrians can use this information to determine where they want to go and if a destination is within comfortable walking distance. The City has wayfinding signage to locate transit. However, it is limited in its application and is oriented toward automobile navigation.

PEDESTRIAN FACILITIES

Pedestrian facilities include sidewalks and pathways, which together form a safe and comfortable pedestrian network, as well as crosswalks, pedestrian crosswalk signals, lighting, street trees, and curb ramps. To improve the city's pedestrian network cohesion, Americans with Disabilities Act (ADA) compliant sidewalks should be provided on major pedestrian pathways and connection routes.

Table 2.5: Significant Pedestrian Destinations in the City of Irwindale

SCHOOL DISTRICTS	MAJOR EMPLOYERS	RECREATION/CIVIC FACILITIES
*Merwin Avenue Elementary School	Huy Fong Foods, Inc.	Santa Fe Dam Recreation Area
*Las Palmas Middle School	Southern California Edison	Kare Youth League Park
*Northview High School	Miller Coors	Irwindale Park
Baldwin Park Unified School District	Vulcan Materials Company	Jardin De Roca Park
Azusa Unified School District	City of Hope	Lario Park
Duarte Unified School District	Ready Pac/Bonduelle Group	Irwindale City Hall

*Schools are within the Covina-Valley Unified School District

All intersection corners should have smooth paving and curb ramps to comply with the ADA requirements. Facility improvements should be prioritized to provide access to destinations that attract pedestrian travel, such as schools, parks and stores.

CONNECTIVITY

Connections to transit and major destinations depend heavily on the pedestrian environment. Key destinations for pedestrians in Irwindale are listed in Table 2.5. The quality of pedestrian infrastructure surrounding transit stops, and major destinations often impacts an individual's decision to utilize transit. Additionally, it is critical to provide safe routes to public facilities that attract youth such as schools, the Irwindale Public Library, Irwindale Skate Park, and the Irwindale Swimming Pool. All these facilities provide valuable resources to the community, and consideration should be given to incorporating strategies for improving connectivity. While the areas surrounding the facilities offer some enhanced pedestrian facilities such as curb extensions, landscaping and pedestrian-scale lighting, further enhancements can increase perceived safety and pedestrian usage of streets.

PEDESTRIAN CROSSINGS

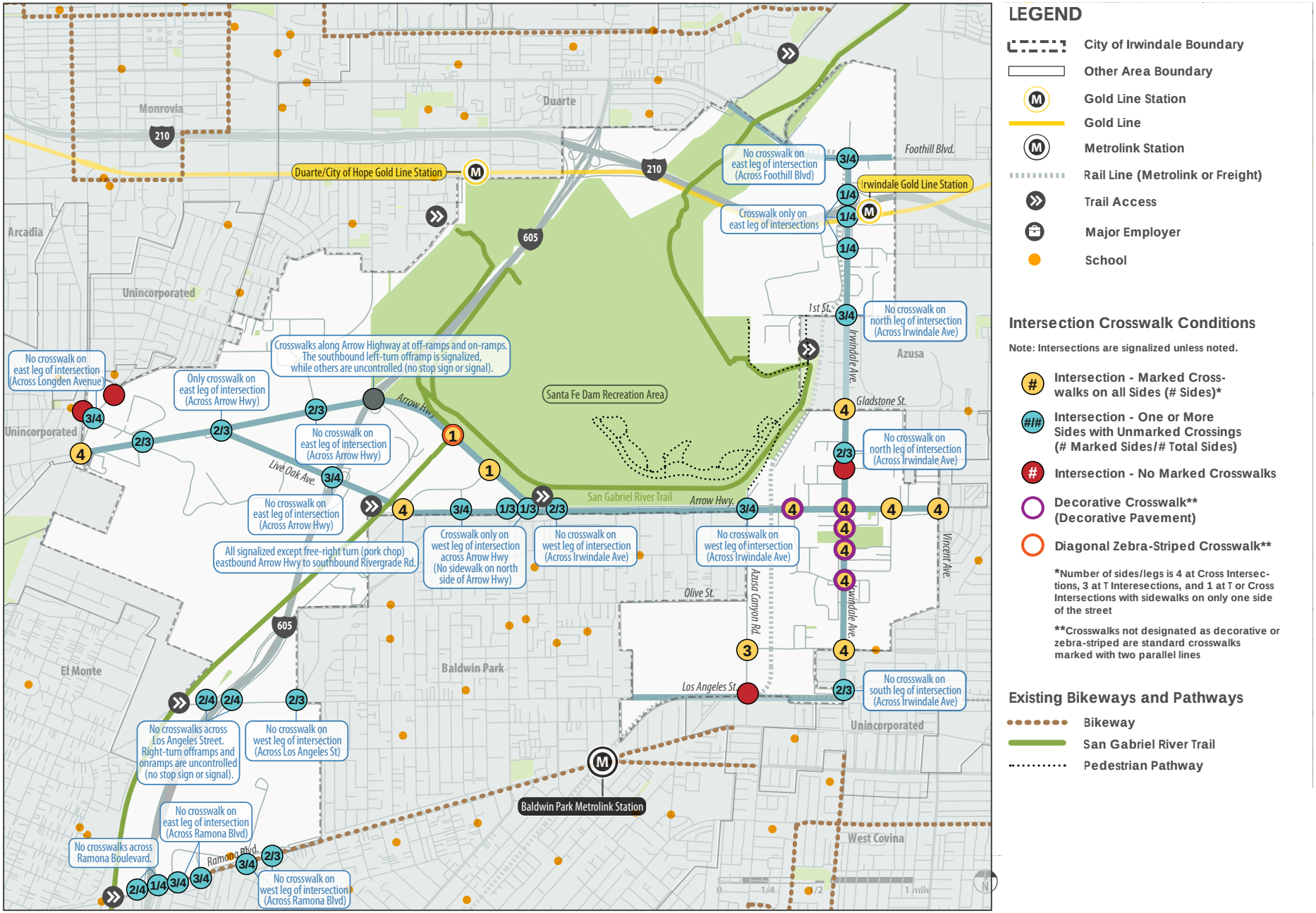
Pedestrian crossings are critical components of the sidewalk network. An analysis of 43 locally significant intersections was performed to evaluate the current pedestrian crossing infrastructure in the city. Crosswalks are marked at 39 of the 43 intersections and 4 intersections lack markings completely. Although 39 intersections have identified crossings, 26 are either missing one or more crosswalks or do not allow pedestrians to cross in all directions. The remaining 13 intersections are fully marked and allow pedestrians to cross in all directions. Color-stamped brick crosswalks are present at 4 intersections along the Irwindale Avenue corridor; including at the Irwindale Avenue and Arrow Highway intersection. However, these decorative crossings may present a hazard in low-visibility conditions at night and on rainy days due to their dark coloration. High visibility (zebra-striped) crossings are currently limited in the city and are only present at the intersection of Arrow Highway and the San Gabriel River Trail and the intersection of Ramona Boulevard and Francisquito Avenue. While most crosswalks are generally identifiable, crosswalks at major signalized intersections should be marked with highly visible painting and signage to help reduce collisions.

Additionally, pedestrian countdowns are present at most major traffic signals and allow adequate crossing time for pedestrians. The city currently lacks advanced pedestrian signal cycles and can include features such as audible signals and other innovative solutions at intersections with heavy automobile traffic and high collision rates. Intersections with uncontrolled right-turns, such as at freeway on- and off-ramps, present the most danger to pedestrians and other active transportation users. Figure 2.9 illustrates the current condition of major intersections throughout the City.

NETWORK GAPS

There are noticeable gaps in lighting, sidewalks, and crossing infra¬structure throughout the City of Irwindale. The City lacks a consistent street grid, which limits the area's connectivity. The area is also constrained by inconsistent placement of sidewalks, curbs and pedestrian amenities, including street furniture, bus shelters, and shade-providing trees. Most sidewalks are not designed to support the high levels of pedestrian activity, especially those typically associated with heavy transit corridors. Additionally, many sidewalks do not provide pedestrian buffers, such as street trees and landscaping, which improve safety (including perceived safety) from adjacent vehicular traffic.

Figure 2.9: Crosswalks



LEGEND

- City of Irwindale Boundary
- Other Area Boundary
- Gold Line Station
- Gold Line
- Metrolink Station
- Rail Line (Metrolink or Freight)
- Trail Access
- Major Employer
- School

Intersection Crosswalk Conditions

Note: Intersections are signalized unless noted.

- **#** — Intersection - Marked Crosswalks on all Sides (# Sides)*
- **#I#** — Intersection - One or More Sides with Unmarked Crossings (# Marked Sides/# Total Sides)
- **#** — Intersection - No Marked Crosswalks
- Decorative Crosswalk** (Decorative Pavement)
- Diagonal Zebra-Striped Crosswalk**

*Number of sides/legs is 4 at Cross Intersections, 3 at T Interesections, and 1 at T or Cross Intersections with sidewalks on only one side of the street

**Crosswalks not designated as decorative or zebra-striped are standard crosswalks marked with two parallel lines

Existing Bikeways and Pathways

- Bikeway
- San Gabriel River Trail
- Pedestrian Pathway

Figure 2.10: Sidewalks

LEGEND

- City of Irwindale Boundary
- Other Area Boundary
- Gold Line Station
- Gold Line
- Metrolink Station
- Rail Line (Metrolink or Freight)
- Trail Access
- Major Activity Node
- Major Employer
- School

Existing Sidewalk Conditions (Arterial and Primary Streets)

- 9 to 10 Feet - Both Sides of the Street
- 7 to 8 Feet - Both Sides of the Street
- 7 to 8 Feet - One Side of the Street
- 5 to 6 Feet - Both Sides of the Street
- 5 to 6 Feet - One Side of the Street
- No Sidewalks

Existing Sidewalk Conditions (Local Streets)

- Sidewalks on both sides of the street
- Sidewalk on one side of the street
- No sidewalks

Existing Bikeways and Pathways

- Bikeway
- San Gabriel River Trail
- Pedestrian Pathway

Sidewalk gaps on Avenida Padilla near the irwindale Gold Line Station

Pedestrian-scaled and ornate street lighting

Figure 2.10 illustrates the existing pedestrian network, major destinations, and details existing sidewalk widths and gaps within the city. The City has some streets with adequate sideways, notably along the commercial area of Irwindale Avenue and in the City's main residential district east of City Hall. Other roadways have sidewalks limited to one side of the street, including Arrow Highway and the industrial area between Irwindale Avenue and Azusa Canyon Road. There are several discontinuous or missing sidewalk segments on several local and collector roads throughout Irwindale, including Littlejohn Street and Rivergrade Road. In addition, the lack of adequate pedestrian infrastructure is noticeable on collector streets primarily serving industrial and business facilities along the Irwindale Avenue corridor north of Arrow Highway. MillerCoors and Southern California Edison, two of the city's largest employers, are located along this corridor and the limited pedestrian infrastructure restricts access to their facilities. Collector streets serving industrial operations on the west side of the city are similarly lacking in pedestrian infrastructure. The figure also shows a lack of connectivity to the Irwindale Gold Line Light Rail Station. On the primary pathways connecting to the south side of the station, there are sidewalks on only one side of Irwindale Avenue, no sidewalks on Avenida Padilla, and discontinuous sidewalks on Adelante Street.

PROPOSED SIDEWALK NETWORK AND FACILITIES IN IRWINDALE

Pedestrian accessibility is not impeded by the lack of pedestrian infrastructure, but by infrastructure quality and design. Several sidewalks within the city lack the appropriate design features to support large volumes of pedestrian activity typically associated with transit-supportive areas. These design features include, but are not limited to, appropriate sidewalk widths, pedestrian amenities, pedestrian buffers, and landscaping. The City of Irwindale's pedestrian environment could be enhanced by accommodating the following infrastructure improvements:

- Install landscaping features such as street trees to serve as a buffer between pedestrians and vehicular traffic, as well as to mitigate for urban heat island effects.
- Coordinate with Covina-Valley Unified School District to create safer routes to Merwin Elementary school through increased signage, lighting, landscaping, and pedestrian connections.
- Improve visibility and access to transit stops/stations through increased lighting, wayfinding signage, and crosswalks.
- Ensure sidewalks are present on both sides of the street along heavy transit corridors such as Irwindale Avenue.
- Ensure street furniture, such as benches, street lights, and utility boxes, do not obstruct the pedestrian path.
- Coordinate with Metro and Foothill Transit to make pedestrian paths at transit stops/stations highly visible, well-lit areas to enhance the safety of transit patrons.
- Consider the installation of raised crossing islands/medians, when appropriate, to improve street crossings and provide pedestrian refuge.
- Ensure pedestrian signals provide adequate time to allow the safe crossing of pedestrians regardless of age or ability.
- Provide sidewalks where none exist to create an uninterrupted pedestrian network.
- Provide crosswalk flashing signs to encourage vehicular traffic to yield to pedestrians.

BICYCLE AND PEDESTRIAN SAFETY

This section analyzes collision data for the City of Irwindale, illustrating key locations that may benefit from safety-enhancing strategies such as infrastructure improvements and traffic enforcement. Irwindale collision rates are also compared with those of adjacent communities to put Irwindale pedestrian and bicycle safety in a larger context.

It should be noted that collision data is generally reflective of bicycle, pedestrian, and vehicle traffic volumes – that is, higher volumes often coincide with higher collision rates. In addition, data presented in this section represents only those incidents that were reported to the Irwindale Police Department, so it does not reflect safety-related incidents and collisions involving vehicles and people walking or bicycling that go unreported.

BICYCLE COLLISIONS

According to a report generated by the Statewide Integrated Traffic Records System (SWITRS), there were 40 reported collisions between vehicles and bicyclists in Irwindale during a seven-year period from 2011 to 2017. This represents approximately 2.8% of all reported traffic collisions in Irwindale. Of these total bicycle-vehicle collisions, one resulted in a bicyclist fatality, 9 resulted in serious injuries, and 30 resulted in non-severe injuries.

PEDESTRIAN COLLISIONS

From 2011 to 2017, according to SWITRS data, there were 22 reported collisions involving pedestrians, representing approximately 1.5% of all reported collisions in Irwindale. Of these, 6 pedestrians were killed and 16 were injured, 3 of whom were severely injured.

COLLISION TYPES AND LOCATIONS

The locations of vehicle-pedestrian and vehicle-bicycle collisions are shown in Figures 2.11 and 2.12. Many of the collisions involving bicyclists or pedestrians occurred along arterial roadways including Irwindale Avenue, Arrow Highway, Live Oak Avenue, and Foothill Boulevard. This is a consequence of large vehicular traffic volumes, high vehicular travel speeds, and the relatively high concentration of pedestrians and bicyclists along these major routes. In particular, multiple pedestrian collisions occurred at the intersections of Irwindale Avenue and Foothill Boulevard as well as on Irwindale Avenue and Arrow Highway. Some of the reported causes of these incidents were drivers who made unsafe lane changes or unsafe turn movements, or failed to follow traffic signals and signs. Other factors included high vehicular travel speeds, as well as pedestrians crossing at locations without marked crossings.

Another pattern emerges around freeway on-ramps and off-ramps, where there have been several pedestrian-vehicle and bicycle-vehicle collisions. More pedestrians than cyclists were involved in collisions while crossing a freeway on-ramp or off-ramp.

COLLISION RATES

While the total collision rate is high in Irwindale relative to surrounding cities, the percentage of total collisions that involve bicyclists or pedestrians is much lower than that in surrounding cities (Figures 2.13-2.16). The City's low bicycle-vehicle and pedestrian–vehicle collision rates (in percentage to the total number of collisions) reflect the fact that relatively few people walk or bike during most hours of the day.

To compare collision rates in Irwindale with surrounding communities, this analysis uses "24-hour" population figures, which include both residents and employees. Because Irwindale's residential population is much smaller than those of adjacent communities, a comparison using residential populations would be irrelevant. Although Irwindale has a residential population of a little more than 1,000 residents, the employment population is similar to surrounding cities. Because of the lack of recent data, this comparison is only available for the 5-year period from 2011-2015. The rate of bicycle-vehicle and pedestrian-vehicle collisions relative to the number of people who live and/or work in Irwindale is about average when compared to surrounding cities (Figures 3 and 4). This means that when factoring Irwindale's daytime and nighttime population, people who walk or bike in Irwindale have a similar risk of collisions with vehicles as people in surrounding cities.

During the 2011 to 2017 period, the annual number of bicycle-vehicle collisions experienced an overall decline. With the exception of 2014, the number of bicycle-vehicle collisions in a given year was equal to or less than that of the previous year. The same cannot be said for the annual number of pedestrian-vehicle collisions, however; the number of pedestrian-vehicle collisions remained consistent except for 2012 and 2016, which experienced significantly more collisions.

Overall, these collision statistics point to a need to improve bicycle and pedestrian infrastructure in the City of Irwindale, with a particular focus on arterial corridors, collision "hot spots" at the intersections of Irwindale Avenue/Arrow Highway and Irwindale Avenue/Foothill Boulevard, and pedestrian crossings at freeway on and off-ramps.

Figure 2.11: Bicycle-Vehicle Collisions, 2011-2017

LEGEND

- City of Irwindale Boundary
- Other Area Boundary
- Gold Line Station
- Gold Line
- Metrolink Station
- Rail Line (Metrolink or Freight)

Bicycle-Vehicular Collisions (2011-2017)

- Collision- Fatality
- Collision- Severe Injury
- Collision- Non-Severe Injury

Existing Bikeways & Pathways

- San Gabriel River Trail
- Class II Bikeway- Ramona Blvd.
- Class I Multi-Use Path - Other Juris.
- Class II Bikeway - Other Jurisdiction
- Class III Bikeway - Other Jurisdiction
- Pedestrian Paths

Note: Due to incomplete documentation of collision locations, 8 bicycle-vehicular collisions are not indicated on this map. This map shows 32 of 40 total bicycle-vehicular collisions.

Figure 2.12: Pedestrian-Vehicle Collisions, 2011-2017

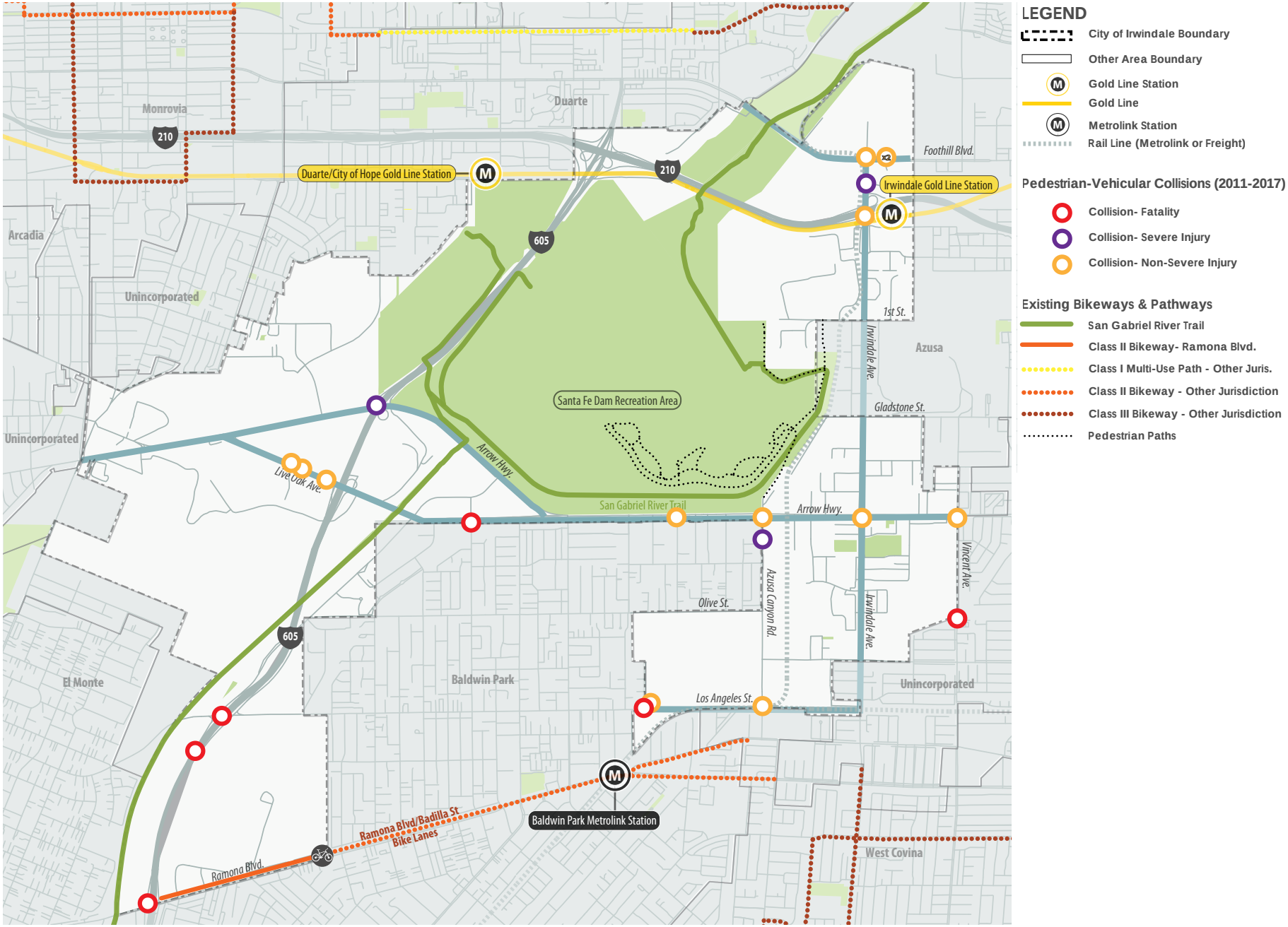


Figure 2.13: 2011-2017 Bicycle Collisions as a Percentage of Total Collisions

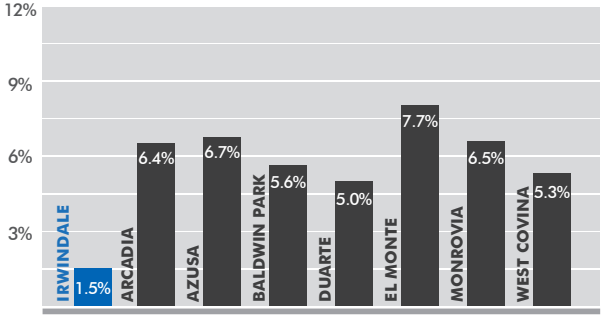


Figure 2.14: 2011-2017 Pedestrian Collisions as a Percentage of Total Collisions

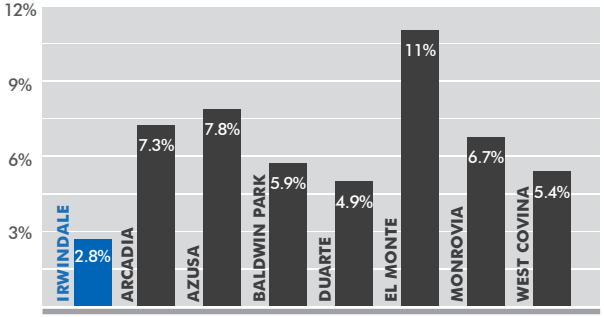


Figure 2.15: 2011-2015 Bicycle Collision Rate Per 10,000 24-hour Population

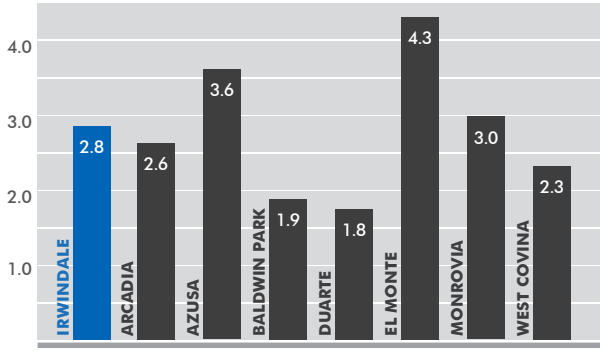
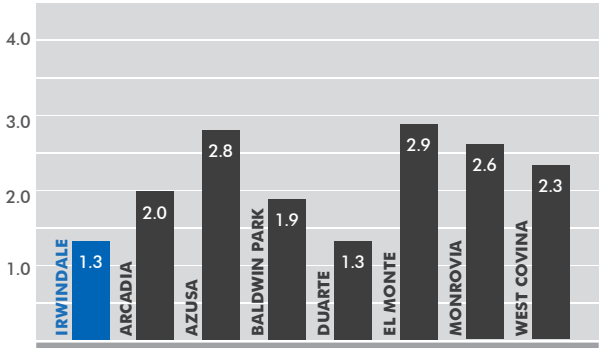


Figure 2.16: 2011-2015 Pedestrian Collision Rate Per 10,000 24-hour Population



COMMUNITY ENGAGEMENT

Engaging Irwindale residents and stakeholders through the development of the Active Transportation Plan was a priority of the project team and City staff. As a result, a variety of outreach methods were incorporated into the stakeholder outreach process; the engagement program included a plan webpage, branded flyers, user surveys, targeted e-mail blasts, pop-up events, and presentations to City leadership. By sharing their goals, likes, and concerns, local community members helped shape the Plan's goals and recommendations.

Plan communication

A stakeholder engagement list was prepared to include various constituent organizations and members of the public. These stakeholders were notified through the e-mail list of the launch of the Plan effort in June 2018.

In September 2018, the City created a webpage on the City's primary public website (IrwindaleCA.gov) dedicated to the Active Transportation Plan and Design Guidelines initiative. The launch of the project webpage was announced to stakeholders via an e-blast in October 2018. The webpage gave community members opportunities to learn about the project's main goals, view a timeline with key dates, and stay informed of upcoming events. The webpage also provided a project flyer that was designed to reflect the project's brand identity, presented in Appendix G. Visitors to the webpage were encouraged to provide feedback and were directed to the survey links embedded on the site.

City staff mailed the project flyer to Irwindale residents in Fall 2018, and paper surveys along with the project flyer were mailed in Spring 2019. A key means of communicating with Irwindale City

staff is the weekly City Manager Newsletter email. In August and September 2018, and May 2019, the email newsletter included the project flyer and information about taking the project survey.

The Irwindale Chamber of Commerce e-blasted project updates to members of the Irwindale Chamber of Commerce in March 2019. In addition, City staff gave presentations about the ATP to the Chamber of Commerce Board on March 14, 2019 and to Chamber members on March 28, 2019 at the Good Morning Irwindale event.

SURVEY

At the onset of the community engagement process, paper and online surveys were created and utilized to gauge the community's satisfaction levels with existing infrastructure for walking and bicycling in Irwindale. To maximize brevity, separate surveys were developed for walking and bicycling rather than having one survey for both. The surveys were provided in English and Spanish and with 9 questions for each topic. Most questions were comprised of multiple choice responses, however some questions allowed respondents to provide specific comments and free responses. In addition to demographic information, questions included:

- Perceived level of comfort and convenience to walk/bike in Irwindale.
- Identification of locations or elements that present challenges.
- Desired improvements, such as enforcement or infrastructure, that would make walking and biking more enjoyable in the City.
- Use of the Santa Fe Recreation Area and San Gabriel River Trail.

The survey was advertised on the city's webpage, via e-mail blasts, and at outreach events. Paper surveys were made available at popular community and civic locations such as City Hall, the Senior Center, and Irwindale Library. From September 2018 through April 2019, a total of 39 responses were received for the walking survey and 48 responses were received for the bicycling survey. A summary of responses for all questions is provided in Appendix E. The following subsections provide a summary of findings for key questions.

Walking Survey

Respondents were asked to select the biggest challenges for walking in Irwindale. The top three responses were:

- Vehicle traffic (66%)
- Lack of shade and other pedestrian amenities (44%)
- Motorists don't follow rules of the road (41%)

Respondents were asked to identify specific locations with either poor sidewalks or crossing conditions. The following locations were specifically mentioned:

- Arrow Highway and Irwindale Avenue
- Crossing Irwindale Avenue from Calle Breceda
- Nora Ave and Cypress Street
- Calle del Norte and Irwindale Avenue
- Cypress Street and Irwindale Avenue
- 210 Freeway Entrances
- Gold Line Station and neighboring streets
- Rivergrade Road

Respondents were asked to identify improvements that would make them more interested in walking in Irwindale. The top three responses were:

- Add/improve separated paths and trails for people walking and bicycling (55%)
- Add midblock crosswalks with flashing warning lights or pedestrian signals Add/increase street lighting (52%)
- Add/increase street lighting (46%)

A total of 33 respondents provided a response when asked if they use the San Gabriel River Trail and/or the Santa Fe Dam Recreation Area for walking. Of those that responded, 22 selected yes. Respondents were then asked to specify how do they arrive at the Recreation Area or River Trail. Car, Walk and Bike were the top three answers , however a personal vehicle was ranked the highest.

Bicycling Survey

Respondents were asked how frequently they bike in Irwindale for specific trip types. For each trip type, they selected a frequency. A total of 45 responses were received for this question. Below are some of the responses for each trip type:

- Going to/from work – 10 participants responded multiple times per week
- Going to/from school – 4 participants responded multiple times per week
- Shopping/Eating/Errands – 9 responded occasionally
- Social/Recreational – 15 responded occasionally
- Connect to transit – 11 responded occasionally

Respondents were asked to select the biggest

challenges for biking in Irwindale. The top three responses were:

- Not enough bike lanes (74%)
- High vehicle traffic speeds (59%)
- Too much traffic (56%)

Respondents were asked to identify improvements that would make them more interested in biking in Irwindale. The top three responses were:

- Bike paths separated from the street (69%)
- Add new bike lanes on the street (62%)
- Add buffered bike lanes/paths (43%)

A total of 43 respondents provided a response when asked if they use the San Gabriel River Trail and/or the Santa Fe Dam Recreation Area for biking. Of those that responded, 33 selected yes. Respondents were then asked to specify how do they arrive at the Recreation Area or River Trail. Car, Walk and Bike were the top three answers , however a bike was ranked the highest.

Survey participants were asked if they've used a docked/dockless bike or scooter and if they would be interested in bike/scooter share programs if available in Irwindale. Majority of the respondents, 77% (34 total), specified that they have not used a docked/dockless bike or scooter; however, 59% (26 total) specified that they would be interested.

POP-UP EVENTS

Pop-up events were programmed to correspond with existing public community events scheduled between August 2018 and September 2018. The primary goal at these events was to interact with community members to provide general information about the Plan and to solicit public

Pop-up booth at Music in the Park event

Music in the Park event

Pop-up booth at Mi Fiesta event

Mi Fiesta event

Pop-up booth at Pride of the Valley event

Pride of the Valley event

input. The project team attended three pop-up events hosted in Irwindale; the events provided the public with opportunities to comment on existing conditions and improvements. At each event, the project team noted comments from attendees and encouraged event participants to take walking and biking surveys. To generate interest in the plan effort, project flyers were handed out to attendees. City staff also presented highlights of the Plan and distributed surveys to City Staff members in February 2018, to the Chamber of Commerce during their monthly networking breakfast in March 2019, as well as to the Senior Center in April 2019. The project team attended the events detailed below.

Music in the Park: August 9, 2018

The Music in the Park event was successful and well attended by local Irwindale residents and visitors from neighboring cities. A booth dedicated to the Plan effort was set up and approximately 75 people stopped by the booth, with 15 people signing-up for event and project notifications. At the booth, the project team created awareness of the Plan, the Plan process, the types of potential walking and bicycling improvements that may result from Plan adoption and encouraged participants to take a survey discussing existing walking and bicycling conditions in Irwindale. The intention of this event was to introduce the community to the project and encourage feedback on the Plan.

Mi Fiesta: September 14, 2018

The Mi Fiesta event celebrated Mexican Independence Day and was attended by a largely local Irwindale resident population. The booth had a steady stream of people visiting it through the duration of the event; approximately 25 people stopped by the booth, with 7 people signing-up for event and project notifications. Several surveys were distributed at the event, and some of the participants took both the walking and biking surveys to offer feedback.

Pride of the Valley: September 16, 2018

Overall, the Pride of the Valley (open streets) event presented an opportunity to reach out to a large number of participants from the San Gabriel Valley; participants included stakeholders from Azusa, El Monte, and Baldwin Park. Due to the draw of open street events, approximately 100 people stopped by the booth. The project team gathered many additional sign-ups for event notifications and plan updates and noted comments from the biking community and enthusiasts.

SUMMARY OF FEEDBACK RECEIVED AT POP-UP EVENTS

Overall, it is estimated that the project team interacted with over 200 people at the three events, and 62 attendees signed up on the mailing list to receive project notifications and updates. Several key themes were brought up by community members during verbal interactions, including:

- The potential for Arrow Highway to be a principal corridor for bikeway and pedestrian improvements.
- Irwindale Avenue as a corridor with businesses, restaurants, retail, and schools that could be improved with pedestrian and bicycle-friendly infrastructure treatments.
- Concern about some of the city's major cross streets and that they are difficult to cross due to traffic volumes.
- The need for well-lighted pedestrian paths and bikeways.
- The top three major concerns expressed were related to vehicular traffic, lack of pedestrian amenities, and lack of bikeways.

BICYCLE AND PEDESTRIAN COUNTS

Count volumes at 14 locations were collected during the development of this ATP and previous planning efforts to evaluate pedestrian/bicyclist activity and to understand how to prioritize recommendations for the proposed network detailed in this Plan. The sites were selected due to their proximity to transit, local commerce/retail, or points of interest. Key corridors include Irwindale Avenue, Arrow Highway, San Gabriel River Trail connections, Live Oak Avenue, and other primary/secondary streets. The count analysis reflects data collected on Tuesday, Thursday, and Saturday during morning, midday, and evening peak travel times; the data spans from May 2014 through January 2019. A full analysis is presented in Appendix A.

Data was collected from the following 14 locations:

- Irwindale Avenue (between Adelante Street & West 1st Street)
- Arrow Highway and Irwindale Avenue
- Arrow Highway (between Avenida Barbosa & 605 Freeway)
- Arrow Highway (between Maine Avenue and Bleecker Street)
- San Gabriel River Trail and Azusa Canyon Road
- San Gabriel River Trail Feeder (between Encanto Parkway & San Gabriel River Trail)
- San Gabriel River Trail (between San Gabriel Trail Feeder & San Gabriel Canyon Road)

- San Gabriel River Trail Duarte Connection (between City of Hope Campus & San Gabriel River Trail)
- San Gabriel River Trail (between Arrow Highway and Live Oak Avenue)
- Live Oak Avenue (between San Gabriel River Trail and Live Oak Lane)
- Live Oak Avenue (between Arrow Highway and Speedway Drive)
- West Ramona Boulevard (between San Gabriel River Trail and the 605 Freeway)
- Buena Vista Street (between Village Road and Miguel Miranda Avenue)
- East Longden Avenue (between Peck Road & Myrtle Avenue)

Pedestrians

A total of 602 pedestrians were counted at the 14 locations. Overall, the Arrow Highway and Irwindale Avenue intersection and the San Gabriel River Trail & Azusa Canyon Road site accounted for approximately 64% of all pedestrian activity. Locations along the San Gabriel River Trail or sites in close proximity to the trail also accounted for high volumes of pedestrian activity. Pedestrian volumes were the highest during the weekend midday period, followed by the weekday evening and the weekday morning period.

Bicyclists

The six sites at the San Gabriel River Trail, including the corridors leading up to the trail, had the highest bicyclist volume and account for 1,182 counts of the total of 1,347, or 87% of all bicycling activity. The site with the highest number of bicyclists was at the San Gabriel River Trail and Azusa Canyon Road site. Aside from the San Gabriel River Trail locations, the Irwindale Avenue and Arrow Highway intersection had high bicyclist volume. Bicyclist volumes were the highest during the weekend midday period, followed by the weekday evening and the weekday morning period.

RELEVANT PLANS, POLICIES AND PROGRAMS

This section provides a general overview of key plans, manuals, policies, and agencies that are relevant to the Irwindale Non-Motorized Active Transportation Plan and Design Guidelines.

Existing plans and policies provide an important framework for developing guidelines for bicycle and pedestrian infrastructure projects. The Plan and Design Guidelines are informed by the visions and recommendations set forth in the following plans and policies adopted by Irwindale, adjacent cities, countywide efforts, state and federal entities.

LOCAL PLANS AND POLICIES

City of Irwindale General Plan 2020

The Irwindale General Plan 2020, adopted in 2008, serves as the blueprint for planning and development in the City. The General Plan contains six elements - Housing, Infrastructure, Resource Management, Public Safety, and Implementation - which altogether conform to State of California requirements per California Government Code Section 65300. The Elements address the City's vision for a variety of issues, including economic development, urban design, recreation, and land use.

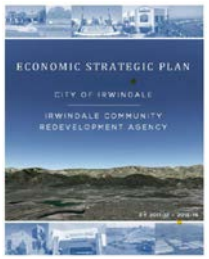
The Community Development Element identifies areas where existing land uses will be maintained, as well as areas where the City envisions new uses. When the City was incorporated in 1957, the dominant land use was for industrial mining quarries, some which have ceased operation over the past few decades. These parcels will provide opportunities for new infill development and may also offer the opportunity to integrate bicycle and pedestrian infrastructure within Irwindale's roadway network in the future.

The Infrastructure Element ensures traffic and circulation improvements are compatible with the Community Development Element and the county's Congestion Management Plan (CMP), which aims to coordinate a regional transportation system that responds to changing mobility needs.

City of Irwindale Complete Streets Policy

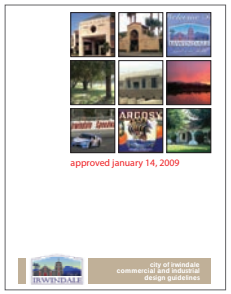
In 2016, the City of Irwindale adopted a Complete Streets Policy to guide transportation infrastructure improvements. Complete Streets is a framework for incorporating the needs of all ages, abilities, and modes of transit in implementing transit improvement plans. Guided by the California Complete Streets Act of 2008 (AB 1358), Irwindale's policy requires that any street improvement project must incorporate Complete Streets principles, such as designing street lighting, sidewalk widening, crosswalks, ADA access, bike-friendly lanes, and more. Furthermore, the City will consider these principles when updating or developing new plans, manuals, regulations, or programs, such as the next substantial revision of the Irwindale General Plan.

City of Irwindale Economic Strategic Plan



The Irwindale Economic Strategic Plan, adopted in 2011, identifies real estate and infrastructure development opportunities and establishes a business plan that would enable the City to financially achieve its physical, social and economic goals. A key economic development issue is the future of the many retired mining pits located throughout the City. These new developable parcels are opportunities to integrate pedestrian and bike infrastructure into new developments, especially for commercial, neighborhood-serving retail establishments, and business centers.

City of Irwindale Commercial and Industrial Design Guidelines



The Commercial and Industrial Design Guidelines, approved in 2009, form the basis of criteria for the evaluation of plans for development projects on commercial and industrial sites. The purpose of the guidelines is to ensure that the design of development and landscape projects on commercial and industrial sites are cohesive with the existing community.

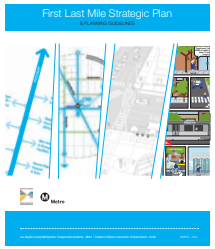
Included are design guidelines for public and private streetscape improvements that encourage an attractive and safe pedestrian environment, such as seating, landscaping, and removable bollards. It also encourages bike racks to be placed conveniently throughout parking areas and to be coordinated with the design of other streetscape furnishings.

REGIONAL PLANS AND POLICIES

Active Transportation Strategic Plan (ATSP)

The Active Transportation Strategic Plan developed by the Los Angeles County Metropolitan Transportation Authority (Metro) is an overarching roadmap for increasing walking, bicycling, and transit use across Los Angeles County. The three main components are 1) first/last mile station area improvements, 2) performance benchmarks, and 3) a proposal for a regional active transportation network. The policy recommendations call for collaboration between Metro, local governments, regional agencies, and other stakeholders. For example, the Plan identifies options for different partnership approaches and funding strategies.

First Last Mile Strategic Plan & Planning Guidelines



LA Metro's First Last Mile Strategic Plan is a resource that aids Metro, public agencies, and private organizations in creating safe, easy, and efficient multi-modal environments around rail and bus-rapid transit stations in Los Angeles County. The plan recommends solutions that would decrease time, improve the user experience, and make connecting to public transit more accessible.

San Gabriel Valley Regional Bicycle Master Plan – Phase 1

The San Gabriel Valley Regional Active Transportation Planning Initiative is a two-phase project created through a partnership between Bike SGV and the San Gabriel Valley Council of Governments. Made possible by a grant provided by the Los Angeles County Healthy Eating Active Living Initiative (HEAL), it outlines a strategy for developing a regional bike network that promotes active transportation in ten San Gabriel Valley cities. Phase 1 set the groundwork for this regional vision, with a SGV Regional Bicycle Master Plan that guides the development and maintenance of bicycle network and programs for Baldwin Park, El Monte, Monterey Park, San Gabriel, and South El Monte. The Master Plan aims to increase bike connectivity between San Gabriel Valley cities by proposing a set of recommendations for each City to implement over twenty years.

San Gabriel Valley Regional Bicycle Master Plan – Phase 2

Phase 2 of the San Gabriel Valley Regional Active Transportation Planning Initiative builds on the success of the first five-City San Gabriel Valley Regional Bicycle Master Plan. It was awarded a Cycle 1 grant from the Caltrans Active Transportation Program (Caltrans). The Master Plan aims to further promote an active transportation culture in the San Gabriel Valley through educational programming, coordinate an integrated bike network across city boundaries, and focus on policy solutions for bicycle and pedestrian infrastructure in Irwindale, Glendora, La Puente, Monrovia, and Montebello.

San Gabriel Greenway Network

The SGV Valley Regional Active Transportation Initiative will also study the feasibility of a San Gabriel Valley Greenway that would encompass more than 80 miles of Class 1 Multi-Use Bicycle and Pedestrian Paths along the storm channels

and washes that traverse the San Gabriel Valley. New paths for walking, biking, and other non-motorized transportation would be linked to existing greenways along the San Gabriel River, which partially runs through Irwindale. The greenway would connect schools, parks, and transit stations in a regional network for non-motorized transportation and outdoor recreation.

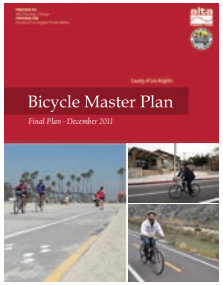
City of Duarte Bicycle Master Plan and Safe Routes to Transit Plan

Adopted in 2016, Duarte's first Bicycle Master Plan serves as the City's blueprint for developing a transportation network that meets the needs of pedestrians, bicyclists, public transit users, and motorists, fulfilling the City's commitment to Complete Streets, and connects to the City's Gold Line Station. The Safe Routes to Transit Plan identifies specific strategies to improve pedestrian and bicyclist safety for first and last mile trips to and from stations. Proposed bike paths are located in southwest Duarte, just north of the City of Irwindale.

City of West Covina Active Transportation Master Plan

In 2017, the City of West Covina, located to the southeast of Irwindale, commenced preparation of its first Active Transportation Master Plan. The City will develop and coordinate bicycle and pedestrian improvements with the General Plan, Safe Routes to School Master Plan, San Gabriel Valley Greenway Network efforts, Complete Streets Policy, and Americans with Disabilities Act.

County of Los Angeles Bicycle Master Plan



Los Angeles County's Bicycle Master Plan guides the development and maintenance of bicycle networks and programs in unincorporated communities for a 20-year period. Approved in 2011, the Plan is an update of the 1975 County Bikeway Plan and is a sub-element of the Los Angeles County General Plan. The County has proposed Class II Bike Lanes and Class I Bike Paths adjacent to Irwindale's southeastern border.

STATE AND FEDERAL POLICIES

State of California Complete Streets Act (2008)

In 2008, the California State Legislature adopted The Complete Streets Act (AB 1358), which requires that jurisdictions "plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context."

Americans with Disabilities Act (1990, updated 2010)

The Americans with Disabilities Act (ADA), first adopted in 1990, protects people with disabilities from discrimination in employment, public services, public accommodations, and telecommunications. Title II of the ADA requires that the services and programs of local and State governments be readily accessible to and usable by individuals with disabilities. It calls for removing physical barriers, such as stairs, and providing auxiliary aids to help persons with visual, hearing or sensory impairments. In addition, Title II seeks to ensure that people with disabilities have access to existing public transportation services, including buses and paratransit services.

RELEVANT AGENCIES AND ORGANIZATIONS

Carrying out successful bike and pedestrian projects in Irwindale requires collaboration with other government agencies and local organizations. The following agencies and organizations are key players in catalyzing and leveraging public support for bike and pedestrian efforts in Irwindale and the San Gabriel Valley.

California Department of Transportation (Caltrans)

The California Department of Transportation (Caltrans) is responsible for the maintenance and operation of state routes and highways, and the agency is a major source of bicycle and pedestrian projects. In 2013, Governor Brown signed legislation that created the Active Transportation Program (ATP), which consolidates existing federal and state transportation programs,

CHAPTER SOURCES

i The Longitudinal Employer-Household Dynamics study defines "Primary Jobs" as the job that makes an individual the most money.

ii US Census Bureau, Center for Economic Studies, 2015 Longitudinal Employer-Household Dynamics, onthemap.ces.census.gov, accessed March 22, 2018.

including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with funding of $223 million a year from a combination of state and federal funds.

Southern California Association of Governments (SCAG)

The Southern California Association of Governments (SCAG) is a Metropolitan Planning Organization (MPO) designated under state law as a Regional Transportation Planning Agency and as a Council of Government. SCAG develops long-range regional transportation plans, including sustainable community strategies and regional transportation improvement programs for Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties.

Los Angeles Metropolitan Transportation Authority (Metro)

The Los Angeles Metropolitan Transportation Authority (Metro) operates LA County's public transportation system. Metro also assists in the coordination of active transportation efforts countywide through the Active Transportation Strategic Plan (ATSP) and First Last Mile Strategic Plan & Planning Guidelines.

San Gabriel Valley Council of Governments

The San Gabriel Valley Council of Governments (SGVCOG) is a joint powers authority made up of representatives from 30 cities, 3 Los Angeles County Supervisorial Districts, and the 3 Municipal Water Districts located in the San Gabriel Valley. The SGVCOG serves as a regional voice for its member agencies. Through a partnership with local advocacy group, Bike SGV, SGVCOG spearheaded the San Gabriel Valley Regional Active Transportation Planning Initiative, an ambitious vision and implementation strategy for developing bike and pedestrian infrastructure throughout the San Gabriel Valley.

BikeSGV

Bike SGV is a nonprofit bike advocacy group with a vision for building a cohesive network of people-friendly streets throughout the San Gabriel Valley. Through a partnership with SGVCOG, they successfully developed the first 5-city San Gabriel Valley Regional Bike Master Plan in 2010, which launched the San Gabriel Valley Active Transportation Initiative and organized 626 Golden Streets in 2017, the largest open streets event in the San Gabriel Valley. The organization plans frequent bike workshops, community events, and family-friendly bike rides to encourage an active transportation culture in San Gabriel Valley.

RELEVANT GUIDES AND MANUALS

While street infrastructure projects are always site-specific, they generally adhere to existing national and state level engineering standards and guidelines. In addition to regulatory engineering manuals, several street and bikeway design manuals provide valuable guidance for active transportation projects.

Separated Bike Lane Planning and Design Guide – FHWA (2015)

This 2015 guide, developed by the Federal Highway Administration (FHWA), recommends design strategies for bikeways that are physically separated from vehicular traffic by spatial and/or physical buffers (Class IV Bike Lanes). The guide discusses siting considerations and strategies for integrating bicycle facilities with other transportation infrastructure.

Highway Design Manual – Caltrans (2006, latest revision 2017)

The California Department of Transportation (Caltrans) Division of Design provides guidance for State highways, including engineering elements such as geometry (e.g., roadway curvature), intersections, pavement types, soils, and hydrology. The Manual is the primary source for bikeway standards in California. It includes sections on multi-modal approaches, such as enhanced pedestrian crossings, bike/pedestrian overcrossings and under crossings, separated bikeways, and more.

California Manual on Uniform Traffic Control Devices – Caltrans (2014, Revised 2018)

The CA MUTCD conforms with and builds upon (rather than replaces) the National MUTCD, and contains California-specific standards and guidance for traffic control devices including "signs, signals, markings, and other devices used to regulate, warn, or guide traffic, placed on, over, or adjacent to a street, highway, pedestrian facility, or bikeway by authority of a public agency having jurisdiction."

Manual on Uniform Traffic Control Devices (MUTCD) - FHWA (2009, Revised 2012)

The MUTCD sets national standards for traffic signs, signals, and pavement markings, including those

related to bikeways and pedestrian crossings. The manual seeks to improve safety and efficiency by ensuring general uniformity across the United States, while encouraging innovation and flexibility amongst state agencies.

National Association of City Transportation Officials (NACTO) Guides

Founded in 1996, NACTO is a national coalition of transportation officials from over 40 cities that is "committed to raising the state of the practice for street design and transportation by building a common vision." NACTO has produced four highly valuable guidebooks providing comprehensive guidance for designing streets for all road users: Urban Street Design Guide (2011), Urban Bikeway Design Guide (2013), Transit Street Design Guide (2015), and the Urban Street Stormwater Guide (2017).

POLICY FRAMEWORK

Chapter 3

INTRODUCTION

This chapter establishes a framework for the implementation of the Irwindale Active Transportation Plan (ATP) through a set of Goals, Policies and Actions. The focused Goals, Policies, and Actions presented in this chapter seek to encourage safe, accessible, and convenient transportation in Irwindale through active modes of transportation such as walking and bicycling. Goals describe positive outcomes of implementing the ATP, Policies describe methods to achieve the Goals, and Actions describe specific steps to implementing Policies.

METHODOLOGY FOR GOALS AND POLICIES

The Goals, Policies and Actions in this Plan are organized based on the "Essential Elements of a Bicycle Friendly America" as supported by the League of American Bicyclists and the California Transportation Commission (CTC) for inclusion in active transportation plans. Categories used in this Plan are: accessibility/connectivity, education/encouragement, enforcement, engineering and development standards, and evaluation/implementation.

Goals, Policies and Actions were developed based on community input gathered through a variety of methods, including:

- Feedback received from local stakeholders, including Irwindale businesses and large employers, through a series of phone interviews.
- Comments received from community members at multiple community events, where project-related information and activities were provided to build interest in the Plan and gain feedback.
- Feedback received from community members through online and paper-based surveys.
- Communication with City staff throughout the development of the ATP.

The Goals, Policies and Actions reflect national best practices in active transportation policy, and they are consistent with existing local, regional and state policies and procedures that are relevant to Irwindale transportation issues. (See Chapter 2 of this Plan for a discussion of relevant existing policies and programs.) In addition to responding to community and staff input, Goals and Policies reflect community needs based on the assessment of existing conditions presented in Chapter 2. Results from Pedestrian and Bicycle counts conducted throughout the City of Irwindale indicated areas with higher volumes of people walking and bicycling, and therefore suggesting potential locations for enhanced pedestrian and bicycle facilities.

As discussed in greater detail in the Plan Recommendations Chapter (Chapter 4), Pedestrian Priority Areas include portions of Irwindale east of Azusa Canyon Road, where a significant portion of the City's residential, commercial and civic uses are located and are associated with higher volumes of people walking to destinations.

Additionally, Bicycle Priority Corridors include cross-town corridors and dedicated pathways that move a substantial portion of the City's bicycle travelers. These corridors include the San Gabriel River Trail, Arrow Highway, Irwindale Avenue, Foothill Boulevard, and Live Oak Avenue. Goals, policies and actions discussed throughout this Chapter have specific considerations for areas or corridors within Irwindale that fall into these designated priority areas.

GOAL

POSITIVE OUTCOME OF IMPLEMENTING THE ATP

POLICY

METHOD OR STRATEGY TO ACHIEVE A GOAL

ACTION

PRACTICAL STEP TO IMPLEMENT A POLICY

GOAL A: ACCESSIBILITY AND CONNECTIVITY

Irwindale will have safe, comfortable and convenient access to local destinations for people walking and bicycling, with the local walking and bicycling network integrated into the regional network to connect to adjacent jurisdictions and points beyond.

Policy A.1

Upgrade and enhance existing walking and bicycling facilities to support safety, comfort and convenience, especially in Pedestrian Priority Areas and along Bicycle Priority Corridors.

Action A.1.1. Enhance Existing Pedestrian Facilities

Improve existing pedestrian facilities, where applicable, as recommended in the Design Guidelines in this Plan (Appendix K). Improvements include meandering sidewalks, additional lighting, landscaping, high-quality crossings, signal phasing adjustments, street furnishings, and other pedestrian-oriented amenities.

Action A.1.2. Enhance Existing Bicycle Facilities

Enhance existing bicycle facilities, where feasible, to ensure smooth surfaces, adequate widths, and physical buffers from vehicle traffic.

Action A.1.3. Connect Employment Centers to Services

Develop high-quality walking and bicycling connections between employment centers and retail services, providing local workers with walking and bicycling access to goods and services (e.g., lunch-time dining).

Policy A.2

Close connectivity gaps by adding new high-quality walking and bicycling facilities, with particular attention to Pedestrian Priority Areas and Bicycle Priority Corridors as recommended in the Irwindale Active Transportation Plan.

Action A.2.1. Encourage Potential Use of Non-Roadway Right-of-Ways

Pursue opportunities to utilize existing right of ways along utility lines and stormwater channels for active transportation pathways, coordinating with Los Angeles Department of Water and Power, Southern California Edison and Los Angeles County Flood Control, or other relevant agencies to grant these easements.

Action A.2.2. Support Inter-Jurisdictional Coordination

Collaborate with adjacent jurisdictions as well as local, regional and state agencies (e.g., City of Baldwin Park, Metro, San Gabriel Valley Council of Governments (SGVCOG), and Caltrans) to tie

local pedestrian and bicycle projects into regional networks, including those that connect to the Irwindale Gold Line Station and the Baldwin Park Metrolink Station.

Policy A.3 **Implement Complete Streets enhancements that support the State's Complete Streets Policy and advances the City of Irwindale's Complete Streets Policy.**

Policy A.4 **Enhance active transportation connections to and from the San Gabriel River Trail, supporting the trail as a valuable local and regional recreational asset.**

Action A.4.1. Improve Trail Connections

Improve/add trailheads and connections to the San Gabriel River Trail, as recommended in the Plan Recommendations Chapter, working in coordination with the County of Los Angeles and cities adjacent to Irwindale.

Policy A.5 **Ensure that walking facilities – including sidewalks, curb ramps, crossings, and trails – are accessible for people with physical impairments.**

Action A.5.1. Provide Accessible Sidewalks and Crossings

Improve ADA accessibility of sidewalks and crossings. Seek to provide and maintain ADA-compliant pavement surfaces and sidewalk clearances.

Action A.5.2. Develop Accessible Trails

Collaborate with the County of Los Angeles on trail improvements and accessibility within the Santa Fe Dam Recreation Area.

Policy A.6 **Provide high-quality, user-friendly and attractive human-scaled signage directing people walking and bicycling to destinations and guiding them through the bicycle/pedestrian network.**

Action A.6.1. Improve Wayfinding Guidance to Transit Facilities

Coordinate with Los Angeles County Metropolitan Transportation Authority (Metro), Metrolink and Foothill Transit to provide signage throughout the City regarding distances and pathways to transit stations and key bus stops, including "Transit to Parks" connections between the Santa Fe Dam Recreational Area and transit stations, including the Irwindale Gold Line Station and Baldwin Park Metrolink Station.

Action A.6.2. Install Bikeway and Pedestrian Signage

Install pedestrian-scale wayfinding signage at key locations along walking and bicycling routes directing travelers through the network and to key destinations.

Action A.6.3. Provide Wayfinding Signage

Provide high-quality, user-friendly wayfinding signage guiding people walking and bicycling to local destinations (e.g., employment centers, recreational amenities, and transit stations) and guiding them through the pedestrian/bicycle network.

Policy A.7 **Encourage and/or require the provision of secure bicycle parking facilities at employment centers, commercial centers, recreational amenities, and civic amenities.**

GOAL B: EDUCATION AND ENCOURAGEMENT

The community will be engaged and educated to walk and bike in Irwindale for recreation, transportation, and health/fitness. Walking and biking is to be promoted as safe, enjoyable, convenient, and environmentally sustainable alternatives to automobile travel.

Policy B.1 **Support bicycle and pedestrian safety education classes and programs in order to improve safety for all road users.**

Action B.1.1. Encourage Employer-Based Education Programs

Coordinate with local agencies, organizations, and employers to provide pedestrian and bicycle education programs to employees, including bicycle skills courses and general training on "rules of the road" for motorists, pedestrians and bicyclists.

Action B.1.2. Encourage School-Based Education Programs

Work with local schools to ensure that youth are provided with regular bicycle and pedestrian safety and skills training. Encourage collaboration amongst schools, local agencies such as the Irwindale Police Department, and regional agencies such as Metro, which has abundant Safe Routes to School resources for local schools.

Action B.1.3. Develop a Citywide Educational Program

Develop a citywide program distributing materials and providing training to educate motorists about the "ins and outs" of sharing the road with bicyclists, crossing bicycle lanes when making right turns, blocking bicycle lanes, and other applicable "rules of the road."

Action B.1.4. Create a Map/Safety Booklet

Develop and distribute a map of local and regional bicycle and pedestrian routes and paths (including trails), with tips on walking and bicycling safety.

Policy B.2 **Support programs that encourage Irwindale residents, workers, and visitors to choose walking, bicycling, and other active modes of travel.**

Action B.2.1. Support Employer-Based Encouragement Programs

Coordinate with local employers to provide amenities and incentives (e.g., secure bicycle parking, shower facilities, monetary incentives for walking/bicycling) that encourage employees to walk and bike to work, including walking/bicycling trips that are "first-last mile" connections to transit.

Action B.2.2. Support School-based Encouragement Programs

Coordinate with local schools to develop programs and events such as a "walk-to-school day" or "walking/bicycling safety week", and consider joining the California Regional Network of the Safe Routes Partnership.

Action B.2.3. Develop Encouragement Programs for Irwindale City staff

Provide resources, incentives and amenities to encourage City of Irwindale staff to commute by walking or bicycling.

Action B.2.4. Collaborate with Adjacent Jurisdictions

Collaborate with adjacent jurisdictions, local/regional organizations, and regional agencies to implement encouragement activities such as open streets events and bike-to-work days.

GOAL C: ENFORCEMENT

Safety for all road users to be provided through compliance with – and enforcement of – traffic codes for drivers, bicyclists and pedestrians.

Policy C.1

Coordinate with the Irwindale Police Department to evaluate and enhance staff training on traffic laws and enforcement methods related to people walking and bicycling.

Action C.1.1. Support Targeted Rules Enforcement

Support targeted enforcement of vehicle code violations affecting people walking and bicycling such as speeding, failure to stop/yield to pedestrians, and rolling through stop signs. Enforcement should also address code violations by people walking and bicycling.

Action C.1.2. Determine Strategic Enforcement Locations

Focus rules enforcement on areas with high collision rates and high volumes of people walking and bicycling.

GOAL D: ENGINEERING/DEVELOPMENT STANDARDS

High-quality pedestrian and bicycle facilities to be provided to enhance the safety, comfort and convenience of people walking and bicycling in Irwindale.

Policy D.1

Design roadways to safely accommodate all users, balancing the needs of people walking, bicycling, riding transit, and driving personal and commercial vehicles, including semi-trailer trucks.

Policy D.2

Utilize roadway design/engineering best practices to ensure safe and effective pedestrian and bicycle infrastructure.

Action D.2.1. Incorporate Best Practices into Facility Design

Incorporate, where appropriate, the latest best practices in pedestrian and bicycle facility design, including those presented in existing resources such as the NACTO Bikeway Design Guide, Caltrans California MUTCD, and FHWA Separated Bike Lane Planning and Design Guide.

Action D.2.2. Assess Locations for Improved Pedestrian Lighting

Continue to identify specific locations for additional vehicular street lighting and specific locations for the installation of pedestrian-scaled lighting.

Action D.2.3. Consider Bicycle Signalization at Key Intersections

Consider bike-only signals at key intersections with high levels of bicycle and vehicular traffic.

Action D.2.4. Install Bicycle Detection

Install bicycle detection devices (e.g., in-pavement loop pavement detectors) and "wait here" stencils at all signalized intersections on highly traveled key bikeways in the City.

Action D.2.5. Minimize Driveway Cuts

New development should minimize the number of driveway openings and curb cuts.

Action D.2.6. Identify Locations for New Midblock Crossings

Consider locations for new enhanced or signalized midblock crossings when the distance between existing safe crossings is long, as further discussed in the Design Guidelines (Appendix K).

Action D.2.7. Enhance Crossings

Provide striped crosswalks on all legs of a signalized intersection where feasible. Crossings at signalized intersections in Pedestrian Priority Areas should have high-visibility crosswalks.

Action D.2.8. Improve the Sidewalk Environment

Develop a community-wide strategy to increase tree planting and stormwater treatment, maintain existing street trees, provide shade, and add meandering sidewalks, especially as properties turn over and in new developments.

Action D.2.9. Enhance Transit Stops

Coordinate with Metro and Foothill Transit to provide enhanced pedestrian amenities at bus stops improving comfort and safety for people using transit, such as bus shelters, seating, shade-providing trees, and trash receptacles, in coordination with Metro and Foothill Transit.

Action D.2.10. Provide High-Quality Bicycle Parking Facilities

Coordinate with employers, schools, and transit providers to install secure, safe and convenient bicycle parking facilities in the public realm and support employment centers and schools in providing such facilities.

Policy D.3 **Ensure new development satisfies design requirements and/or guidelines presented in the Design Guidelines in Appendix K of this Plan and other City guidelines such as the Commercial and Industrial Design Guidelines, including requirements and guidelines for sidewalk design, landscaping and bicycle parking.**

Action D.3.1. Institute Development Requirements/Agreements

Consider the provision of walking/pedestrian facilities (e.g., secure bicycle parking and meandering sidewalks) as part of developer agreements or mitigations.

Action D.3.2. Incorporate Streetscape Improvements

Encourage new development to provide streetscape improvements and pedestrian-friendly environments, including wide sidewalks, compact intersections, sidewalk-oriented buildings, and short block lengths.

Action D.3.3. Add Sidewalks in New Development Areas

Consider requiring new developments to provide sidewalks (meandering, where applicable) on both sides of the roadway on all streets within Pedestrian Priority Areas.

Action D.3.4. Close Existing Sidewalk Gaps in Developed Areas

As properties change ownership, consider requiring new property owners to install sidewalks to close existing gaps.

Action D.3.5. Consider Purchase of Property to Close Key Sidewalk Gaps

In areas where existing gaps in sidewalks disconnect key destinations, consider purchasing or obtaining easements from property owners to construct sidewalks.

GOAL E: EVALUATION AND IMPLEMENTATION

The Irwindale Active Transportation Plan will be implemented proactively through developing programs and strategies to fund and maintain pedestrian and bicycle facilities and programs.

Policy E.1

Provide routine inspection and maintenance of pedestrian and bicycle facilities, including pavement repairs, restriping, maintenance of traffic control devices, landscape maintenance, and sweeping bike lanes and paths.

Action E.1.1. Create a Monitoring Program

Implement a monitoring program to streamline the reporting of maintenance problems on bike routes, crosswalks, and sidewalks, and to streamline the response to address reported maintenance needs.

Policy E.2

Minimize disruption to people walking and when repairing and constructing transportation facilities, providing alternate routes when necessary.

Policy E.3

Evaluate the progress and effectiveness of the Active Transportation Plan to achieve project and program goals.

Action E.3.1. Monitor Collision Data

Collect and evaluate pedestrian and bicycle related collision data on an annual basis. Analyze data to identify potential "trouble" locations and/or areas for focused enforcement.

Action E.3.2. Update Priorities in the Capital Improvement Plan (CIP)

Update the CIP to prioritize improvements at high-collision locations.

Action E.3.3. Conduct Pedestrian and Bicycle Counts

When possible, conduct pedestrian and bicycle counts when vehicle counts are conducted to monitor the effectiveness of ATP improvements and programs. Conduct regular counts of pedestrian and bicycle traffic, including evaluation of counts against prior counts. Save the count data in a regional database provided by Southern California Association of Governments at atdb.scag.ca.gov.

Policy E.4 **Regularly seek funding for the design and development of active transportation projects, and ensure awareness of current regional, state, and federal funding programs.**

Action E.4.1. Allocate Capital Improvement Program Funding

Fund Bikeway and Pedestrian Improvements in the Capital Improvements Program. Integrate recommended pedestrian and bicycle projects and programs into the City's Capital Improvement Program (CIP).

Action E.4.2. Collaborate with Other Entities on Funding Opportunities

Pursue Inter-Agency Collaboration on Bicycle and Pedestrian Projects when seeking funding on larger grant-funded infrastructure projects ($10 million or greater), as projects providing improvements in multi-jurisdictional connectivity are far more competitive in obtaining grant funds, including those from the Caltrans Active Transportation Program.

Action E.4.3. Pursue Funding for Complete Street Plans in Pedestrian Priority Areas and Bicycle Priority Corridors

To expedite implementation of pedestrian and bicycle infrastructure, consider pursuing grants to confirm feasibility of improvements and develop preliminary engineering designs in high priority areas such as Arrow Highway, Irwindale Avenue, the area surrounding Irwindale Gold Line Station, and Downtown Irwindale.

Policy E.5 **Coordinate with federal, state, regional, county and local agencies to fund and implement bicycle and pedestrian projects in cooperation with other nearby jurisdictions.**

Policy E.6 **Implement the Active Transportation Plan incrementally, regularly update the Plan, and ensure consistency with other planning efforts.**

Action E.6.1. Conduct Plan Updates

Update the Active Transportation Plan as necessary to accommodate best practices in bicycle and pedestrian-related policies, programs, and facility design, and to ensure adherence to Caltrans requirements for ATP plans.

Action E.6.2. Ensure a Consistent Policy Framework in City Planning Efforts

Ensure consistency with the Active Transportation Plan's goals, policies and recommended programs and projects when updating other City plans such as the General Plan.

Action E.6.3. Ensure Consistent Projects and Program Recommendations in City Planning Efforts

Incorporate pedestrian- and bicycle-related elements when updating other City plans and guidelines, referencing the Active Transportation Plan and Design Guidelines in future City planning efforts.

Action E.6.4. Collaborate with Other Agencies/Jurisdictions to Implement Projects and Programs

Collaborate with adjacent jurisdictions including Azusa, Baldwin Park, El Monte, and Duarte, and with regional agencies such as the L.A. County Metropolitan Transportation Authority (Metro), the Southern California Association of Governments (SCAG), the San Gabriel Valley Council of Governments (SGVCOG), and Caltrans (especially for improvements at on-ramps and off-ramps).

PLAN RECOMMENDATIONS

Chapter 4

INTRODUCTION

This chapter recommends a list of projects and programs that will enhance walking and bicycling to improve safety and accessibility throughout Irwindale. These recommendations have been categorized into three groups: pedestrian projects, bicycle projects, and pedestrian/bicycle programs. Maps are provided in this chapter to note the location of bicycle and pedestrian projects, and tables that reference each project in detail. In addition, a table of suggested pedestrian and bicycle programs show how recommended actions discussed in the Policy Framework Chapter (Chapter 3) are implemented. Implementation of recommendations will be coordinated with these respective agencies.

CRITERIA FOR PLAN AND PROGRAM RECOMMENDATIONS

To most effectively utilize available resources for implementing Plan recommendations, criteria prioritizing projects and programs have been selected. These criteria were developed based on comments received from surveys documenting existing walking and biking conditions, public feedback received at community events, as well as background information and data presented in this Plan's existing conditions analysis (Chapter 2). The following criteria have been developed to prioritize the implementation of pedestrian projects, bicycle projects, and pedestrian/bicycle programs.

CRITERIA FOR PEDESTRIAN AND BICYCLE RECOMMENDATIONS

1. Direct Access to Key Destinations in Irwindale

This includes key civic, retail, recreational, educational, and employment destinations within and adjacent to Irwindale. Specific examples include the Santa Fe Dam Recreational Area, Irwindale City Hall, Irwindale Park, Irwindale Metro Gold Line Station, Baldwin Park Metrolink Station, and other activity-generating uses described in Figure 2.6 (Activity Generators) in Chapter 2 of this document.

2. Implements Recommendations in Adjacent and/or Regional Bicycle and Pedestrian Plans

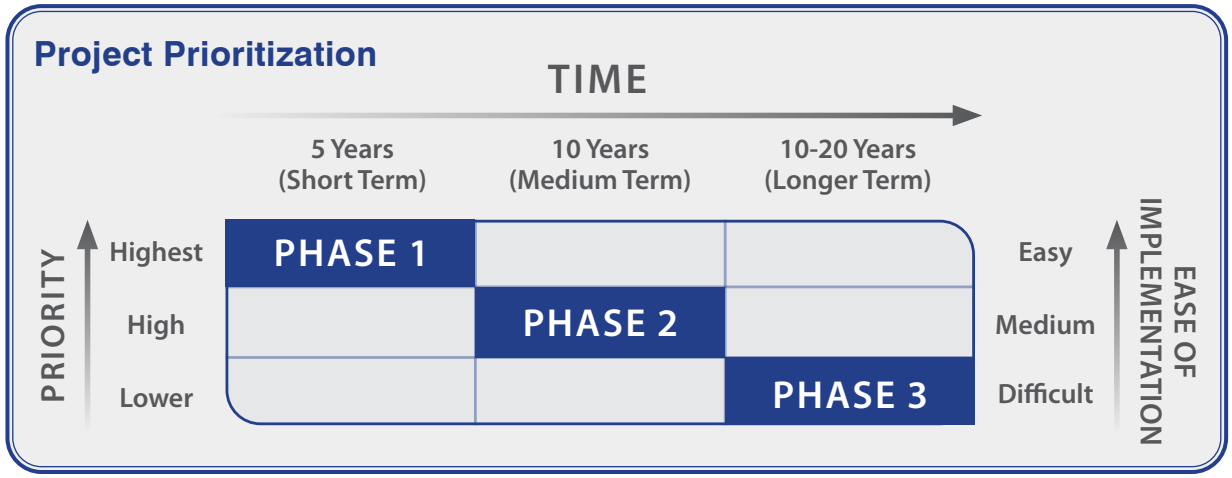
A significant amount of planning for bicycle and pedestrian infrastructure improvements and programs has been underway over the past 5-10 years in the San Gabriel Valley region. This Plan seeks consistency and integration with policies, programs, and network recommendations from regional and local plans and policies (in Chapter 2 of this Plan).

3. Improves Safety and Access for All

New pedestrian and bicycle facilities and the enhancement of existing facilities can provide all residents – regardless of age or physical ability – safe and convenient access to key destinations in the City of Irwindale. This Plan seeks to focus and prioritize recommended projects and programs in areas with high collision rates involving people walking and bicycling, as well as in areas with high volumes of people walking and bicycling.

Bicyclist crossing Arrow Highway to San Gabriel River Trail

Trail access point at Arrow Highway



4. Incorporates Multi-Modal Infrastructure in Growth Areas

As land uses within the City of Irwindale convert from mining to other uses, including light industrial, commercial, or residential uses, it will be important to upgrade existing roadway infrastructure to allow for safe access for pedestrians, bicyclists and motorists. Additionally, policies should be in place to design any new roadways within these areas to safely accommodate and encourage walking and bicycling.

ADDITIONAL CRITERIA FOR BICYCLE RECOMMENDATIONS

5. Connects to Regional Infrastructure

A key component to improving bicycling in Irwindale is allowing for safe and seamless connections to regional transportation resources. This includes improved connections to Irwindale's Gold Line Station, the San Gabriel River Trail, and the Metrolink Station in the adjacent community of Baldwin Park, as well as improved connections to/along roadways with Metro and Foothill Transit bus service. Implementation of recommendations will be coordinated with these respective agencies.

6. Connects to Bikeways in Adjacent Jurisdictions

As an employment hub in the San Gabriel Valley, many of Irwindale's workers live in communities surrounding the City, including the cities of Azusa, Baldwin Park, Covina, Duarte, and El Monte. Improving connections from these communities will ensure that Irwindale's destinations are easily accessible by residents in surrounding communities, connecting people to places of work and to recreational amenities such as the San Gabriel River Trail and Santa Fe Dam Recreational Area.

SECONDARY CRITERIA FOR PRIORITIZING PROJECTS

In addition to ranking criteria discussed on Pages 3-2 and Page 3-3, project costs, amount of coordination required with outside agencies, and adjustments to existing rights-of-way were factored into the phasing of all pedestrian and bicycle projects. Rankings of each individual pedestrian and bicycle project on primary and secondary criteria developed as part of this Plan are documented in Appendices I and J.

PEDESTRIAN IMPROVEMENTS

PEDESTRIAN PRIORITY AREAS

Areas in the City that meet all or most of the criteria described above are designated as Pedestrian Priority Areas. As individual pedestrian projects and criteria were evaluated, it was determined that the largest contiguous Pedestrian Priority Area in Irwindale is located east of Azusa Canyon Road to the City's eastern boundary, encompassing the Irwindale Avenue corridor. Other areas in the City designated as Pedestrian Priority Areas include streets containing residential and light industrial uses just south of the City of Duarte border along Meridian Street, light industrial uses along Ramona Boulevard adjacent to the City of Baldwin Park, light industrial uses just east of the 605 Freeway along and adjacent to Rivergrade Road, and Los Angeles Street and other key roadways leading to the Baldwin Park Metrolink Station.

Pedestrian infrastructure and program improvements discussed in this Plan that are within Pedestrian Priority Areas are recommended to be implemented within 5 years, noted as Phase 1 in Table 4.1, although more intensive Pedestrian Priority projects may more realistically be completed within a 10-year time frame, noted as Phase 2 in Table 4.1, due to higher costs and/or project complexity. An example of a project that is more intensive includes adding or widening sidewalks along roadways within built-out residential, commercial or industrial areas, including projects that are outside of the City's public right-of-way. In these cases, the City will need to obtain approval to either have an easement granted or purchase the property from the property owner prior to installation of the sidewalk.

IMPROVEMENTS OUTSIDE PEDESTRIAN PRIORITY AREAS

Several pedestrian infrastructure improvements are located outside of Pedestrian Priority Areas, as they are located in areas of the City that satisfy less than a majority of criteria designated in this Plan. However, they are important elements in completing the City's pedestrian network and are critical for achieving citywide connectivity. The goal is to implement these recommendations within the next 10-20 years, noted as Phase 3 in Table 4.1. However, in cases where the improvements outside of pedestrian priority areas are relatively easy to implement (e.g., lower in cost, minimal coordination with outside agencies), we have recommended those improvements be implemented in the next 5-10 years. This is noted as Phase 2 in Table 4.1.

DESCRIPTIONS AND ILLUSTRATIONS OF PEDESTRIAN INFRASTRUCTURE IMPROVEMENTS

All pedestrian infrastructure improvements are illustrated and mapped in Figure 4.1, Proposed Pedestrian Network. Additionally, pedestrian infrastructure improvements are listed and described in detail in Table 4.1, Proposed Pedestrian Infrastructure Improvements.

BICYCLE IMPROVEMENTS

BICYCLE PRIORITY CORRIDORS

Similar to the designation of Pedestrian Priority Areas, Bicycle Priority Corridors are roadways that meet a significant number of criteria designated at the beginning of this chapter. Bicycle Priority Corridors include Arrow Highway, Irwindale Avenue, Azusa Canyon Road, Los Angeles Street, Live Oak Avenue, Ramona Boulevard and the San Gabriel River Trail, as shown on Figure 4.2.

Many Bicycle Priority Corridors are also the City's key arterials in moving regional automobile traffic, as well as moving truck traffic to and from the City's many businesses. Therefore, several recommendations have been crafted that place fully separated Class I bicycle paths or fully protected Class IV bike lanes adjacent to existing roadways to maximize safety and mobility for non-motorized users. In situations where adequate right-of-way is not readily available for a separated path, the widening of existing sidewalks into multi-use paths may be another opportunity to provide for safe bicycle and pedestrian travel.

Bicycle infrastructure and program improvements along these priority corridors are recommended to be implemented within 5 years. However, there are a number of projects such as separated Class I (multi-use) paths that may be more realistically completed within a 10-year time frame due to higher costs and/or project complexity, as many of these projects may also require extensive coordination with third parties such as property owners, businesses, multiple City departments, and regional agencies.

IMPROVEMENTS OUTSIDE BICYCLE PRIORITY CORRIDORS

Several bicycle infrastructure improvements are outside of Bicycle Priority Corridors, as they are located along corridors that satisfy less than a majority of criteria designated in this Plan. However, they are important elements in completing the City's bicycle network and are critical in achieving citywide connectivity. The goal is to implement these recommendations within the next 10-20 years, noted as Phase 3 in Table 4.2. However, in cases where the improvements outside of bicycle priority corridors are relatively easy to implement (e.g., lower in cost, minimal coordination with outside agencies), we have recommended those improvements be implemented in the next 5-10 years. This is noted as Phase 2 in Table 4.2.

DESCRIPTIONS AND ILLUSTRATIONS OF BICYCLE INFRASTRUCTURE IMPROVEMENTS

All bicycle infrastructure improvements are illustrated and mapped in Figure 4.2, Proposed Bicycle Network. Additionally, bicycle infrastructure improvements are listed and described in detail in Table 4.2, Description of Proposed Bicycle Infrastructure Improvements.

PEDESTRIAN/ BICYCLE PROGRAM RECOMMENDATIONS

The Plan provides a phased list of programs (see Table 4.3) that aim to support the infrastructure improvement projects recommended in this Chapter. The criteria developed to prioritize projects are also applied to the pedestrian and bicycle programs. Based on these criteria, programs are prioritized into short-term recommendations as noted as Phase 1 on the Table 4.3 (to be implemented 5 years or less), medium-term recommendations noted as Phase 2 on Table 4.3 (to be implemented in 5-10 years) and longer-term recommendations (to be implemented in 10-20 years).

The programs are organized into the categories and correlating policy/action numbers presented in Chapter 3: Policy Framework. The initiatives are fully integrated and promote walking and biking

through accessibility, education, enforcement, design standards, evaluation and implementation. The programs take into consideration the City's unique land use and reflect the City's desired outcome of a more integrated bicycling and walking network.

IMPLEMENTATION STRATEGIES FOR RECOMMENDATIONS

While implementation steps and funding sources are described further in the next chapter, a key initial step to implement recommendations, particularly those in pedestrian priority areas or along of bicycle priority corridors, would be to pursue funding through the Caltrans Sustainable Transportation Planning Program, Caltrans Active Transportation Program, or SCAG Sustainability Program to fund complete streets, multi-modal or corridor plans for these areas. Such plans enable the opportunity to explore feasibility for infrastructure improvements in greater detail, including the development of conceptual engineering drawings. Completion of such plans also increases the chances of funding for infrastructure improvements through federal, State, regional and local grants.

Figure 4.1: Proposed Pedestrian Improvements

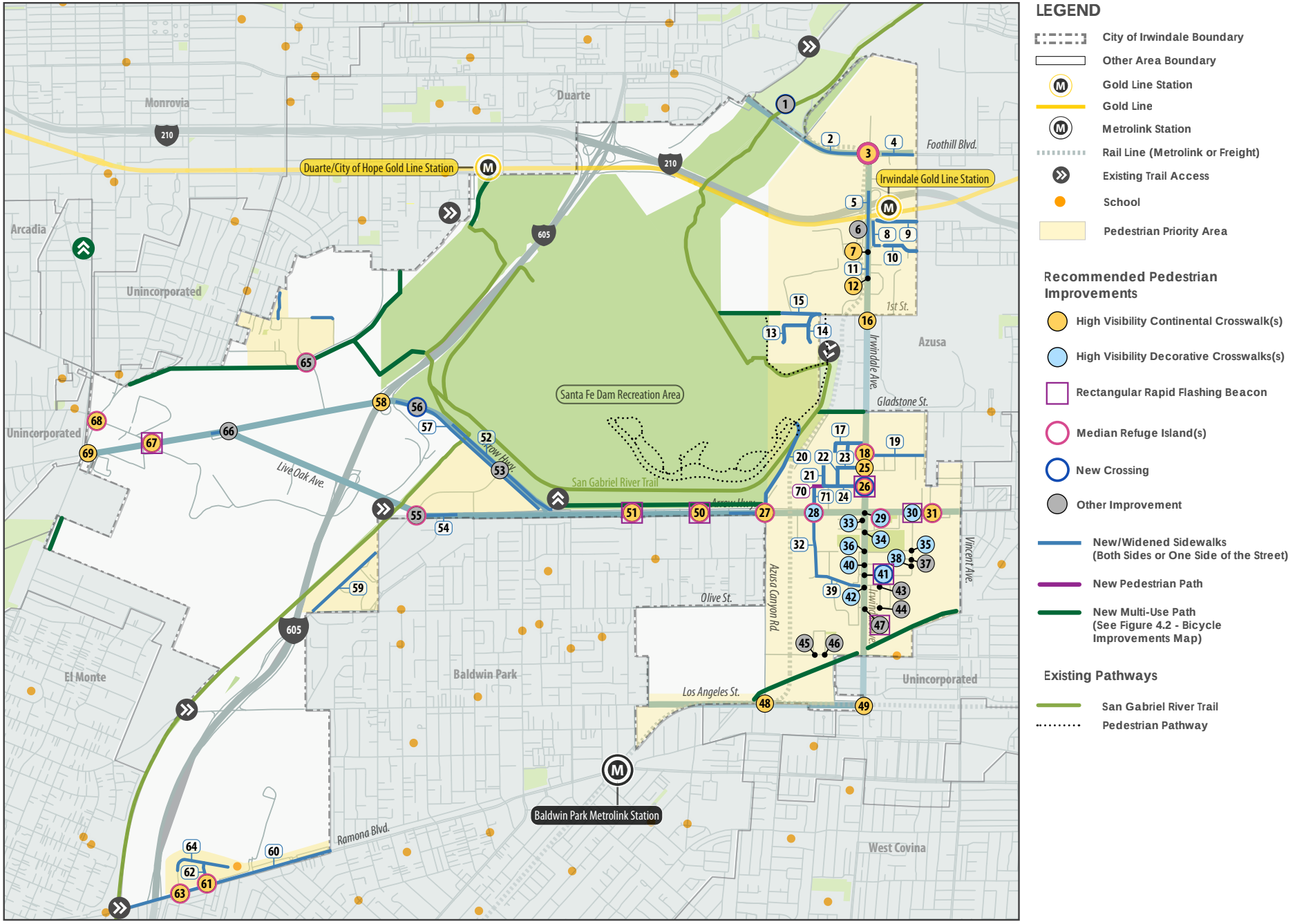


Table 4.1: Proposed Pedestrian Facilities

	PROJECT # AND STREET	DESCRIPTION	CRITERIA SCORE[1]	SIDEWALK[2]	CROSSING	PRELIMINARY COST ESTIMATE[3]	OUTSIDE COORDINATION REQUIRED	IMPLEMENTATION PHASE[4]
1	New ped/bike bridge across San Gabriel River Trail (adjacent to Foothill Boulevard)	Add new bike/ped bridge	8	X		$4,000,000	Cities of Duarte and Azusa, Los Angeles County	Phase 3
2	Foothill Boulevard - San Gabriel River Trail Bridge to Irwindale Avenue	Add sidewalk on south side (0.7 miles)	9	X		$350,000	None	Phase 2
3	Irwindale Avenue at Foothill Boulevard	Restripe crosswalks as continential (north, west and south legs), add continental crosswalk (east leg), median refuge islands (all legs)	12		X	$420,000	None	Phase 2
4	Foothill Boulevard - Irwindale Avenue to eastern city limits	Add sidewalk on north side (0.2 miles)	9	X		$100,000	City of Azusa	Phase 2
5	Irwindale Avenue 210 Freeway Overpass	Add sidewalk of west side of roadway, expanding existing bridge (0.1 miles)	8	X		$2,500,000	Caltrans	Phase 3
6	Irwindale Avenue from Metro Station	Add stairs up to Irwindale Avenue along west side of existing embankment.	10		X	$5,000	Metro	Phase 2
7	Irwindale Avenue at Jardin de Roca/ Irwindale Road	Restripe crosswalks as continential (east leg), add continental crosswalk (north, west and south legs)	13		X	$75,000	Metro	Phase 1
8	Irwindale Road (offshoot by the Metro station) - Avenida Padilla to Adelante St	Add sidewalk to east side of street (0.1 miles)	12	X		$50,000	None	Phase 2
9	Avenida Padilla - Irwindale Avenue to east city limits	Add sidewalks to north and south sides of street (0.4 miles total)	10	X		$200,000	None	Phase 2
10	Adelante St - Irwindale Ave to east city limits	Add sidewalks to north and south sides of street (0.4 miles total)	10	X		$200,000	None	Phase 2
11	Irwindale Avenue - South of 210 Freeway to Gateway Bus Drive	Add sidewalk on west side of roadway from just south of 210 Freeway to Gateway Bus Drive (0.3 miles)	9	X		$150,000	Miller Coors	Phase 2
12	Irwindale Avenue at Gateway Bus Dr	Restripe crosswalk as continental (south and east legs). Extend median to create refuge island (south leg)	14		X	$25,000	None	Phase 1
13	Ayala Avenue from 1st Street	Add sidewalks to west and east sides of street (0.02 miles total)	8	X		$10,000	None	Phase 3
14	Martin Road from 1st Street	Add sidewalks to west and east sides of street (0.02 miles total)	8	X		$10,000	None	Phase 3
15	1st Street - 800' west of Irwindale Avenue to Ayala Avenue	Add sidewalk to north side (0.1 miles) just east of Peckham Road to Martin Road, add sidewalk on both sides of street from Martin Road to Ayala Street (0.4 miles)	5	X		$250,000	City of Azusa	Phase 3
16	Irwindale Avenue at First Street	Restripe crosswalks as continental (slip lane, west, south and east legs); add continental crosswalk (north leg)	16		X	$12,500	City of Azusa	Phase 1

[1]Criteria Scores were calculated based on four main factors: 1) *Criteria Satisfied:* The number of Pedestrian Priority Area Criteria satisfied (between 1 and 10 points); 2) *Cost:* Less than $100,000 (2 pts), greater than $100,000 (0 points); 3) *Level of Outside Coordination Required:* Low (2 pts), Medium (1pt), High (0 pts); 4) *Level of Construction Coordination Needed:* Low (2 pts), Medium (1pt), High (0 pts). Maximum Criteria Score is 16.

[2]Right-of-way not owned by the City will be considered for sidewalk construction as properties change ownership.

[3]Preliminary cost estimates provided are to help determine order-of-magnitude for planning-level purposes. Engineering-level estimates will need to be prepared prior to the start of each individual project listed in the Plan to account for site conditions and other project characteristics.

[4]Projects scoring 13-16 points will be implemented in Phase 1, projects scoring 9-12 points will be implemented in Phase 2, and projects scoring 5-8 points will be implemented in Phase 3.

Table 4.1 Continued: Proposed Pedestrian Facilities

	PROJECT # AND STREET	DESCRIPTION	CRITERIA SCORE[1]	SIDEWALK[2]	CROSSING	PRELIMINARY COST ESTIMATE[3]	OUTSIDE COORDINATION REQUIRED	IMPLEMENTATION PHASE[4]
17	Business Center Drive - west of Irwindale Ave, 2nd Street from Business Center Drive, Diaz Street from Business Center Drive	Add sidewalks to north and south sides of street on Business Center Drive, add sidewalks from west and east sides of 2nd Street and Diaz Street (0.25 miles total)	6	X		$125,000	None	Phase 3
18	Irwindale Avenue at Ornelas Street (north Jog)	Restripe as continental crosswalk (east and south legs), add continental crosswalk (north leg), extend median to create median refuge island (north leg)	14		X	$67,500	None	Phase 1
19	Ornelas Street (north jog) - Irwindale Avenue to Ayon Avenue	Add sidewalks to south side of street (0.3 miles)	8	X		$150,000	None	Phase 3
20	San Gabriel River Trail Entrance Road at Arrow Highway/Azusa Canyon Road	Add sidewalk to west and east sides of street (0.8 miles total)	9	X		$400,000	Los Angeles County	Phase 2
21	3rd Street from Salvatiera Street	Add sidewalks to west and east sides of street (0.02 miles total)	6	X		$10,000	None	Phase 3
22	2nd Street - Ornelas Street to Salvatiera Street	Add sidewalks to west and east sides of street (0.2 miles total)	8	X		$100,000	None	Phase 3
23	Ornelas Street (south jog) - Irwindale Avenue to 2nd Street	Add sidewalks to north and south sides of street (0.2 miles total)	8	X		$100,000	None	Phase 3
24	Salvatiera Street - 2nd Street to 3rd Street	Add sidewalk on north side, matching sidewalks on north side of Salvatiera Street east of 2nd Street (0.01 miles)	8	X		$5,000	None	Phase 3
25	Irwindale Avenue at Ornelas Street (south jog)	Add continental crosswalk (west leg)	16		X	$42,500	None	Phase 1
26	Irwindale Avenue at Salvatiera Street	Add continental crosswalks (north and west legs), extend median to create refuge island (north leg), install rectangular rapid flashing beacon (north leg)	14		X	$80,000	None	Phase 1
27	Arrow Highway at Azusa Canyon Road	Add continental crosswalk (west leg), extend medians to create refuge islands (west and east legs)	11		X	$125,000	City of Baldwin Park	Phase 2
28	Arrow Highway at 4th Street	Enhance existing high visibility decorative crosswalks (all legs); extend medians to create refuge islands (east and west legs)	14		X	$40,000	None	Phase 1
29	Irwindale Avenue at Arrow Highway	Add high visibilty decorative crosswalks; refuge medians (east and north legs only)	12		X	$420,000	None	Phase 2
30	Arrow Highway at Ayon Ave	Add high visibility decorative crosswalk with RRFB on west leg; extend median to make pedestrian refuge island, add high visibility decorative crossing on south leg	14		X	$45,000	None	Phase 1
31	Arrow Highway at Morada St.	Enhance existing crosswalk to a continental crossing with median refuge island	12		X	$22,500	None	Phase 2
32	4th Street - Arrow Highway to Tapia St	Add sidewalk to west side of street, since sidewalks currently exist on east side only (0.3 miles total)	10	X		$150,000	None	Phase 2

[1]Criteria Scores were calculated based on four main factors: 1) *Criteria Satisfied:* The number of Pedestrian Priority Area Criteria satisfied (between 1 and 10 points); 2) *Cost:* Less than $100,000 (2 pts), greater than $100,000 (0 points); 3) *Level of Outside Coordination Required:* Low (2 pts), Medium (1pt), High (0 pts); 4) *Level of Construction Coordination Needed*: Low (2 pts), Medium (1pt), High (0 pts). Maximum Criteria Score is 16.

[2]Right-of-way not owned by the City will be considered for sidewalk construction as properties change ownership.

[3]Preliminary cost estimates provided are to help determine order-of-magnitude for planning-level purposes. Engineering-level estimates will need to be prepared prior to the start of each individual project listed in the Plan to account for site conditions and other project characteristics.

[4]Projects scoring 13-16 points will be implemented in Phase 1, projects scoring 9-12 points will be implemented in Phase 2, and projects scoring 5-8 points will be implemented in Phase 3.

Table 4.1 Continued: Proposed Pedestrian Facilities

PROJECT # AND STREET		DESCRIPTION	CRITERIA SCORE[1]	SIDEWALK[2]	CROSSING	PRELIMINARY COST ESTIMATE[3]	OUTSIDE COORDINATION REQUIRED	IMPLEMENTATION PHASE[4]
33	Irwindale Avenue at Hidalgo Street	Stripe high visibility decorative crosswalk (west leg)	16		X	$2,500	None	Phase 1
34	Irwindale Avenue at Calle Del Norte	Add high visibility decorative crosswalks (all legs)	16			$20,000	None	Phase 1
35	Allen Drive at Calle De Paseo	Add transverse crossing on west leg of intersection, move stop/limit line back	14		X	$1,000	None	Phase 1
36	Irwindale Avenue at Calle De Paseo	Stripe high visibility decorative crosswalks (all legs), install curb extensions (SE corner), modify signals to include leading pedestrian interval	14		X	$280,000	None	Phase 1
37	Allen Drive at Progress Lane	Move stop/limit line back on west leg of intersection	12		X	$500	None	Phase 2
38	Allen Drive at Central Street	Add transverse crossing and move stop/limit line back on west leg of intersection	12		X	$1,000	None	Phase 2
39	Tapia Street - 4th Street to Irwindale Ave	Add sidewalk to south side of street, since sidewalks currently exist on north side only (0.2 miles total)	12	X		$100,000	None	Phase 2
40	Irwindale Avenue at Central Street	Stripe high visibility decorative crosswalk (east leg)	16		X	$2,500	None	Phase 1
41	Irwindale Avenue at Peppertree Lane	Stripe high visibility decorative crosswalk (east leg), install RRFB	14		X	$20,000	None	Phase 1
42	Irwindale Avenue at Martinez Street	Enhance existing crosswalk to be high visibility decorative crosswalks	12		X	$2,500	None	Phase 2
43	Sabre Lane at Martinez Street	Move stop/limit line back on south leg of intersection	10		X	$500	None	Phase 2
44	Sabre Lane at Calle Breceda	Move stop/limit line back on north leg of intersection	10		X	$500	None	Phase 2
45	Cypress Street at Fraijo Avenue	Move stop/limit line back on north leg of intersection	10		X	$500	None	Phase 2
46	Cypress Street at Nora Avenue	Move stop/limit line back on north leg of intersection	10		X	$500	None	Phase 2
47	Irwindale Avenue at Calle Breceda	Close northbound slip lane, install curb extensions (NE and SE corners), stripe high visibility decorative crosswalk (east leg), install RRFB	12		X	$125,000	None	Phase 2
48	Azusa Canyon Road at Los Angeles Street	Add continental crosswalks to north and west legs of the intersection.	13		X	$5,000	City of West Covina	Phase 1
49	Irwindale Avenue at Edna Place	Add continental crosswalks to north leg and west leg	14		X	$5,000	None	Phase 1
50	Arrow Highway at Gayhurst Avenue	Add continental crosswalk (west leg only), install rectangular rapid flashing beacon (west leg), extend median to create refuge island (west leg)	9		X	$40,000	City of Baldwin Park	Phase 2

[1]Criteria Scores were calculated based on four main factors: 1) *Criteria Satisfied:* The number of Pedestrian Priority Area Criteria satisfied (between 1 and 10 points); 2) *Cost:* Less than $100,000 (2 pts), greater than $100,000 (0 points); 3) *Level of Outside Coordination Required:* Low (2 pts), Medium (1pt), High (0 pts); 4) *Level of Construction Coordination Needed:* Low (2 pts), Medium (1pt), High (0 pts). Maximum Criteria Score is 16.

[2]Right-of-way not owned by the City will be considered for sidewalk construction as properties change ownership.

[3]Preliminary cost estimates provided are to help determine order-of-magnitude for planning-level purposes. Engineering-level estimates will need to be prepared prior to the start of each individual project listed in the Plan to account for site conditions and other project characteristics.

[4]Projects scoring 13-16 points will be implemented in Phase 1, projects scoring 9-12 points will be implemented in Phase 2, and projects scoring 5-8 points will be implemented in Phase 3.

Table 4.1 Continued: Proposed Pedestrian Facilities

PROJECT # AND STREET		DESCRIPTION	CRITERIA SCORE[1]	SIDEWALK[2]	CROSSING	PRELIMINARY COST ESTIMATE[3]	OUTSIDE COORDINATION REQUIRED	IMPLEMENTATION PHASES[4]
51	Arrow Highway at Bleecker St	Add continental crosswalk (west leg only), install rectangular rapid flashing beacon (west leg), extend median to create refuge island (west leg)	7		X	$37,500	City of Baldwin Park	Phase 3
52	Arrow Highway from Live Oak Avenue to west of San Gabriel River Trail entrance (existing sidewalk on north side)	Add sidewalk to north side of street, since sidewalks currently exist on south side only (0.6 miles total)	5	X		$300,000	Los Angeles County	Phase 3
53	Arrow Highway at Rivergrade Road	Open gate to San Gabriel River Trail	12		X	Varies	Los Angeles County (Multiple Departments)	Phase 2
54	Live Oak Ave - 400' west of Stewart Avenue to Rivergrade Road	Add sidewalk to south side of street (0.2 miles)	8	X		$100,000	None	Phase 3
55	Live Oak Avenue at Rivergrade Road	Add signage on north side of street that indicates San Gabriel River Trail entrance, extend median to create refuge island (north and east legs)	11		X	$85,000	Los Angeles County	Phase 2
56	Entrance to Kare Park at Arrow Highway	Add signalized intersection, install continental crosswalks to connect north and south sides of Arrow Highway, adjust curb for pedestrian crossing	9		X	$225,000	None	Phase 2
57	Arrow Highway from 605 Freeway to Live Oak Avenue (eastern intersection)	Fill existing sidewalk gaps on south side of street (0.5 miles approx.)	9	X		$250,000	Potentially Caltrans	Phase 2
58	Arrow Hwy at 605 Freeway	Add high visibility crosswalks (and enhanced signage) to crossings at: 1) 605 South offramps (north side of Arrow Hwy - one signalized and the other with a free right turn); 2) 605 north onramp (north side of Arrow Hwy), and 3)605 north onramp (south side of Arrow Hwy)	10		X	$25,000	Caltrans	Phase 2
59	Rivergrade Road - Starts at 670' north of Commerce Drive, Ends at Brooks Drive	Add sidewalk to east side of street (0.5 miles)	6	X		$250,000	None	Phase 3
60	Ramona Boulevard - Durbin Street to eastern city limits	Add sidewalk to north side of street (0.7 miles)	10	X		$350,000	None	Phase 2
61	Ramona Boulevard at Durbin Street	Add continental crosswalk and median refuge island on north leg of intersection	12		X	$25,000	None	Phase 2
62	Durbin Street from Ramona Boulevard to Schabarum Avenue	Add sidewalks to west and east sides of street (0.2 miles)	8	X		$100,000	None	Phase 3
63	Ramona Boulevard at Schabarum Avenue	Add continental crosswalk and median refuge island on north leg of intersection	12		X	$25,000	None	Phase 2
64	Schabarum Avenue north of Ramona Boulevard	Add sidewalks of eastern/southern side of street and fill sidewalk gaps on western/northern side of street (0.5 miles approx.)	6	X		$250,000	None	Phase 3

[1]Criteria Scores were calculated based on four main factors: 1) *Criteria Satisfied:* The number of Pedestrian Priority Area Criteria satisfied (between 1 and 10 points); 2) *Cost:* Less than $100,000 (2 pts), greater than $100,000 (0 points); 3) *Level of Outside Coordination Required:* Low (2 pts), Medium (1pt), High (0 pts); 4) *Level of Construction Coordination Needed*: Low (2 pts), Medium (1pt), High (0 pts). Maximum Criteria Score is 16.

[2]Right-of-way not owned by the City will be considered for sidewalk construction as properties change ownership.

[3]Preliminary cost estimates provided are to help determine order-of-magnitude for planning-level purposes. Engineering-level estimates will need to be prepared prior to the start of each individual project listed in the Plan to account for site conditions and other project characteristics.

[4]Projects scoring 13-16 points will be implemented in Phase 1, projects scoring 9-12 points will be implemented in Phase 2, and projects scoring 5-8 points will be implemented in Phase 3.

Table 4.1 Continued: Proposed Pedestrian Facilities

PROJECT # AND STREET		DESCRIPTION	CRITERIA SCORE[1]	SIDEWALK[2]	CROSSING	PRELIMINARY COST ESTIMATE[3]	OUTSIDE COORDINATION REQUIRED	IMPLEMENTATION PHASE[4]
65	Avenida Barbosa/Bateman Avenue at Buena Vista St	Restripe north, west, and east legs to continental crosswalks; add continental crosswalk on east leg; add curb extensions on southeast and southwest legs of intersection; install median refuge islands at west, east and south legs of intersection	6		X	$117,500	None	Phase 3
66	Arrow Highway at Live Oak Avenue (west end)	Add sidewalk from 280' west of southwest corner to intersection; add signalized crossing at southwest corner; add sidewalk across existing pork chop island at southwest corner; add high visibility continental crosswalk to east leg at the T intersection; add traffic signal and high visibility continental crosswalk to existing slip lane crossing at northeast corner; upgrade existing crosswalk on east leg to high visibility continental *Note: See Appendix I for an illustration of project improvements at this location.*	8		X	$412,500	None	Phase 3
67	Longden Avenue at Live Oak Avenue	Restripe north and east legs as continental, add median refuge islands on north and east legs, add continental crosswalk on west leg of intersection, add RRFB and continental crosswalk on northeast pork chop island	8		X	$92,500	None	Phase 3
68	Longden Avenue at Myrtle Avenue	Restripe north, south and west legs as continental; add continental crossing at east leg; add median refuge islands north and south legs.	6		X	$65,000	None	Phase 3
69	Live Oak Avenue at Peck Road/Myrtle Avenue	Restripe crosswalks as continental (all legs in Irwindale - north leg and east leg)	7		X	$10,000	City of Monrovia, Los Angeles County	Phase 3
70	4th Street north from Arrow Highway	Add sidewalk to west and east sides (0.2 miles total)	12	X		$100,000	None	Phase 2
71	Pedestrian Path between Arrow Highway and Salvatiera Street	Add a pedestrian path providing a direct link between the business park and Arrow Highway	11	X		$50,000	Property Owner	Phase 2

[1]Criteria Scores were calculated based on four main factors: 1) *Criteria Satisfied:* The number of Pedestrian Priority Area Criteria satisfied (between 1 and 10 points); 2) *Cost:* Less than $100,000 (2 pts), greater than $100,000 (0 points); 3) *Level of Outside Coordination Required:* Low (2 pts), Medium (1pt), High (0 pts); 4) *Level of Construction Coordination Needed*: Low (2 pts), Medium (1pt), High (0 pts). Maximum Criteria Score is 16.

[2]Right-of-way not owned by the City will be considered for sidewalk construction as properties change ownership.

[3]Preliminary cost estimates provided are to help determine order-of-magnitude for planning-level purposes. Engineering-level estimates will need to be prepared prior to the start of each individual project listed in the Plan to account for site conditions and other project characteristics.

[4]Projects scoring 13-16 points will be implemented in Phase 1, projects scoring 9-12 points will be implemented in Phase 2, and projects scoring 5-8 points will be implemented in Phase 3.

Figure 4.2: Proposed Bicycle Improvements

Table 4.2: Proposed Bicycle Facilities

	PROJECT # AND STREET	START	END	CRITERIA SCORE[1]	DESCRIPTION	LENGTH (MI)	PRELIMINARY COST ESTIMATE[2]	OUTSIDE COORDINATION REQUIRED	IMPLEMENTATION PHASE[3]
1	Foothill Boulevard	San Gabriel River Trail	Eastern City Limit of City of Irwindale	6	Class IV Separated Bikeway	0.8	$200,000	Adjacent Businesses	3
2	Irwindale Avenue	Foothill Boulevard	I-210 Freeway	8	Class IV Separated Bikeway	0.3	$60,000	Adjacent Businesses	3
3	Irwindale Avenue	I-210 Freeway	1st Street	14	Class IV Separated Bikeway	0.6	$130,000	None	1
4	1st Street	Entrance to MillerCoors	SGV River Path	5	Class I Shared-Use Path	0.4	$800,000	MillerCoors	3
5	1st Street	West of Peckham Rd	Beginning of Class I Shared-Use Path (Project #4)	14	Class IV Separated Bikeway	0.2	$60,000	None	1
6	1st Street	Peckham Rd	Irwindale Avenue	14	Class IV Separated Bikeway	0.2	$60,000	None	1
7	Gladstone Street	Irwindale Avenue	Railway Right-of-Way (Proposed Class I - Project #8)	5	Class I Shared-Use Path	0.2	$400,000	Adjacent Businesses	3
8	Railway and Power Line Right-of-Ways	Arrow Highway	1st St	5	Class I Shared-Use Path	1.2	$2,100,000	Union Pacific Railroad and LADWP	3
9	Power line right of way west of Ornelas Street (south jog)	Irwindale Avenue	Proposed Class I Shared-Use Path (Project #8)	5	Class I Shared-Use Path	0.4	$800,000	LADWP	3
10	Santa Fe Dam Access Road	450' North of Arrow Highway	Arrow Highway (Azusa Canyon Road)	15	Class II Bike Lane	0.1	$25,000	Los Angeles County	1
11	4th Street	North of Arrow Highway	Union Pacific Railroad Right-of-Way	5	Class I Shared Use Path	0.5	$1,000,000	Adjacent Businesses	3
12	Azusa Canyon Road	Arrow Highway	Los Angeles Street	12	Class IV Separated Bikeway	1.0	$300,000	None	2
13	4th Street and Tapia Street	Arrow Highway	Irwindale Avenue	16	Class III Neighborhood Greenway	0.3	$35,000	None	1
14	Calle Del Norte and Ayon Avenue	Irwindale Avenue	Arrow Highway	16	Class III Neighborhood Greenway	0.3	$35,000	None	1
15	Peppertree Lane and Allen Drive	Irwindale Avenue	Arrow Highway	16	Class III Neighborhood Greenway	0.6	$70,000	None	1
16	Irwindale Avenue	Gladstone Street	Cypress Street	10	Class I Shared-Use Path (West Side)	1.3	$300,000	Los Angeles County and Adjacent Businesses	2
17	Big Dalton Wash	Irwindale Avenue	Vincent Avenue	15	Class I Shared-Use Path	0.5	Funded	Los Angeles County	1
18	Big Dalton Wash	Los Angeles Street	Irwindale Avenue	13	Class I Shared-Use Path	0.7	$1,500,000	City of Baldwin Park	1
19	Los Angeles Street	Azusa Canyon Road	Park Avenue	14	Class IV Separated Bikeway	0.6	$150,000	None	1
20	Arrow Highway Sidepath	Irwindale Avenue	San Gabriel River Path	11	Class I Shared-Use Path (North Side)	1.6	$3,100,000	Adjacent Businesses	2

[1]Criteria Scores were calculated based on four main factors: 1) *Criteria Satisfied:* Less than a majority satisfied (5 points), majority satisfied (10 pts); 2) *Cost:* Less than $100,000 (2 pts), greater than $100,000 (0 pts; 3) *Level of Outside Coordination Required:* Low (2 pts), Medium (1pt), High (0 pts); 4) *Level of Construction Coordination Needed*: Low (2 pts), Medium (1pt), High (0 pts). Maximum Criteria Score is 16.

[2]Preliminary cost estimates provided are to help determine order-of-magnitude for planning-level purposes. Engineering-level estimates will need to be prepared prior to the start of each individual project listed in the Plan to account for site conditions and other project characteristics.

[3]Projects scoring 13-16 points are recommended for implementation in Phase 1, projects scoring 9-12 points are recommended for implementation in Phase 2, and projects scoring 5-8 points are recommended for implementation in Phase 3.

Table 4.2 Continued: Proposed Bicycle Facilities

PROJECT # AND STREET	START	END	CRITERIA SCORE[1]	DESCRIPTION	LENGTH (MI)	PRELIMINARY COST ESTIMATE[2]	OUTSIDE COORDINATION REQUIRED	IMPLEMENTATION PHASE[3]
21 Rivergrade Road	Arrow Highway	Live Oak Avenue	11	Class II Bike Lane	0.5	$50,000	None	2
22 Commerce Drive	Rivergrade Road	Baldwin Park City Limit	10	Class II Bike Lane	0.1	$10,000	City of Baldwin Park	2
23 Rivergrade Road	Live Oak Avenue	Brooks Drive	9	Class II Bike Lane	0.8	$80,000	None	2
24 Live Oak Ave	Myrtle Ave	Arrow Highway	12	Class IV Separated Bikeway	2.6	$750,000	None	2
25 Peck Road	Sawpit Wash	700' South of Sawpit Wash	9	Class IV Separated Bikeway	0.1	$30,000	City of Arcadia and City of Monrovia	2
26 Sawpit Wash	Buena Vista Channel	500' South of Live Oak Avenue	11	Class I Shared-Use Path	0.8	$2,700,000	Los Angeles County	2
27 Peck Road	Longden Avenue	Myrtle Avenue	10	Class III Neighborhood Greenway	0.2	$30,000	Los Angeles County	2
28 Longden Avenue	Myrtle Avenue	Live Oak Avenue	11	Class II Bike Lane	0.3	$35,000	None	2
29 Longden Avenue	Peck Road	Myrtle Avenue	10	Class II Bike Lane	0.1	$55,000	Los Angeles County	2
30 S California Avenue	North City Limit of City of Irwindale	Myrtle Avenue	10	Class II Bike Lane	0.2	$25,000	City of Duarte	2
31 Myrtle Avenue	Northern City of Irwindale City Limit	Live Oak Avenue	14	Class IV Separated Bikeway	0.3	$75,000	City of Monrovia and City of El Monte	1
32 Buena Vista Channel	Sawpit Wash	San Gabriel River Trail	11	Class I Shared-Use Path	1.8	$3,500,000	Los Angeles County	2
33 Meridian Street	Western City of Irwindale City Limit	Bateman Avenue	10	Class III Neighborhood Greenway	0.2	$25,000	City of Duarte	2
34 Bateman Avenue	Meridian Street	Buena Vista Avenue	11	Class II Bike Lane	0.2	$15,000	None	2
35 Avenida Barbosa	Buena Vista Street	Arrow Highway	11	Class IV Separated Bikeway	0.3	$65,000	None	2
36 Buena Vista Street	Duarte City Limit	Avenida Barbosa	15	Class II Buffered Bike Lane	0.7	$85,000	City of Duarte	1
37 Stormwater Channel Path	Village Road	Buena Vista Street	5	Class I Shared-Use Path	0.3	$525,000	City of Duarte, Los Angeles County	3
38 Arrow Highway	Live Oak Avenue	San Gabriel River Path and Power Line Easement	12	Class IV Separated Bikeway	1.8	$500,000	None	2
39 Emerald Necklace Greenway	Duarte Road	San Gabriel River Trail	12	Class I Shared-Use Path	0.3	$685,000	City of Duarte and Los Angeles County	2

[1]Criteria Scores were calculated based on four main factors: 1) *Criteria Satisfied:* Less than a majority satisfied (5 points), majority satisfied (10 pts); 2) *Cost:* Less than $100,000 (2 pts), greater than $100,000 (0 pts; 3) *Level of Outside Coordination Required:* Low (2 pts), Medium (1pt), High (0 pts); 4) *Level of Construction Coordination Needed:* Low (2 pts), Medium (1pt), High (0 pts). Maximum Criteria Score is 16.

[2]Preliminary cost estimates provided are to help determine order-of-magnitude for planning-level purposes. Engineering-level estimates will need to be prepared prior to the start of each individual project listed in the Plan to account for site conditions and other project characteristics.

[3]Projects scoring 13-16 points are recommended for implementation in Phase 1, projects scoring 9-12 points are recommended for implementation in Phase 2, and projects scoring 5-8 points are recommended for implementation in Phase 3.

Table 4.3: Proposed Pedestrian and Bicycle Programs

	AFFILIATED POLICY OR ACTION AND PROGRAM DESCRIPTION	EASE OF IMPLEMENTATION	OUTSIDE COORDINATION REQUIRED	IMPLEMENTATION PHASE(S)
Accessibility and Connectivity				
A.2.1	Work with Los Angeles Department of Water and Power, Southern California Edison, and Los Angeles County Flood Control to grant easements along non-roadway right of ways and stormwater channels	Moderate	Los Angeles Department of Water and Power, Southern California Edison, and Los Angeles County Flood Control	2
A.2.2	Collaborate with other agencies to ensure projects in Pedestrian Priority Areas and Bicycle Priority Corridors tie into regional efforts	Moderate	Caltrans, SCAG, County of Los Angeles, LA Metro, SGVCOG, Azusa, Baldwin Park, El Monte, and Duarte	1-2
A.6.1	Establish a wayfinding program in coordination with LA Metro and Foothill Transit to provide wayfinding guidance to Transit Facilities	Easy	LA Metro and Foothill Transit	1
A.6.2	Establish a wayfinding program that will guide pedestrians and bicyclists to key destinations citywide	Easy	None Required	1
A.7	Encourage the provision of secure bicycle parking at employment centers, commercial centers, recreational amenities, and civic amenities	Easy	Local Businesses	1
Education and Enforcement				
B.1.1	Coordinate with employers, local agencies, and organizations to develop pedestrian and bicycle safety education programs	Moderate	Local Businesses	2
B.1.2	Support existing and future initiatives at local schools to provide youth bicycle and pedestrian safety and skills training	Moderate	Local School Districts	2
B.1.3	Develop a citywide road safety education program	Moderate	None Required	1
B.1.4	Develop and distribute a booklet that includes a map of bicycle and pedestrian routes and paths, with tips on safety	Easy	None Required	1
B.2.1	Work with local employers to provide amenities and incentives to employees that encourage walking and biking to work	Moderate	Local Business	2
B.2.2	Work with local school to develop walking and biking programs such as "walk-to-school day" or "walking/biking safety week"	Moderate	Local School Districts	2
B.2.3	Provide incentives, resources, and amenities for City employees to encourage bicycling and walking to work	Easy	None Required	1
B.2.4	Work with local and regional agencies to implement encouragement activities such as open street events and bike-to-work days	Moderate	Caltrans, SCAG, County of Los Angeles, LA Metro, Azusa, Baldwin Park, El Monte, and Duarte	2

Table 4.3 Continued: Proposed Pedestrian and Bicycle Programs

	AFFILIATED POLICY OR ACTION AND PROGRAM DESCRIPTION	EASE OF IMPLEMENTATION	OUTSIDE COORDINATION REQUIRED	IMPLEMENTATION PHASE(S)
Enforcement				
C.1.1	Support targeted enforcement of vehicle code violations that affect walking and biking	Easy	Police Department	1
C.1.2	Continue to prioritize enforcement of traffic laws in areas with high collision rates and areas with high volumes of pedestrian and bicycle activity	Easy	Police Department	1
Engineering/Development Standards				
D.2.1	Incorporate best practices into pedestrian and bicycle facility design	Easy	None Required	1-3
D.2.2	Develop a citywide lighting program to enhance existing lighting for people walking and bicycling, increase the illumination of sidewalks, and create a sense of security, especially in Pedestrian Priority Areas and along Bicyle Priority Corridors.	Moderate	None Required	1-3
D.2.3	Consider bicycle signalization at key intersections and areas along Bicycle Priority Corridors and the San Gabriel River Trail	Easy	None Required	1
D.2.4	Install bicycle detection devices and "wait here" stencils at all signalized intersections along Bicycle Priority Corridors	Moderate	None Required	1
D.2.5	Minimize driveway cuts	Moderate	None Required	1-3
D.2.8	Improve the sidewalk environment by developing a city-wide strategy for street tree planting and stormwater treatment	Moderate	None Required	1
D.2.9	Improve bus waiting areas by coordinating with Metro and Foothill Transit to provide quality amenities such as shelters, seating, trees, real-time information displays, and wayfinding consistent with the Design Guidelines.	Moderate	LA Metro and Foothill Transit	1-3
D.2.10	Incorporate best practices into the development of bicycle parking facilities in the public realm and at key locations	Easy	None Required	1-3
D.4.1	Consider requiring the provision of walking and biking facilities as part of developer agreements or mitigations	Moderate	None Required	1-3
D.4.2	Encourage new development to include pedestrian-oriented improvements	Moderate	Local Property Owners and Developers	1-3
D.4.3	Consider requiring new developments to provide sidewalks in Pedestrian Priority Areas	Moderate	Local Property Owners and Developers	1-3
Evaluation and Implementation				
E.1.1	Implement a monitoring program to ensure regular inspection, maintenance, and repair of bicycle and pedestrian facilities	Moderate	None Required	1
E.3.1	Assess collision data concurrently with implementation of ATP	Easy	None Required	1

Table 4.3 Continued: Proposed Pedestrian and Bicycle Programs

AFFILIATED POLICY OR ACTION AND PROGRAM DESCRIPTION		EASE OF IMPLEMENTATION	OUTSIDE COORDINATION REQUIRED	IMPLEMENTATION PHASE(S)
E.3.2	Update Capital Improvement Plan to prioritize improvements at high collision locations	Moderate	None Required	1-3
E.3.3	Conduct numerical counts to evaluate effectiveness of ATP improvements and programs	Moderate	None Required	1-3
E.4.1	Integrate pedestrian and bicycle projects and programs into Capital Improvements Program.	Moderate	None Required	1-3
E.4.2	Collaborate with other agencies to seek funding and implement bicycle and pedestrian projects	Moderate	Caltrans, SCAG, County of Los Angeles, LA Metro, SGVCOG, Azusa, Baldwin Park, El Monte, and Duarte	1-3
E.6.1	Regularly update the ATP	Moderate	None Required	2
E.6.2	Ensure City plans, programs, and projects are consistent with the ATP	Easy	None Required	1-3
E.6.3	Incorporate pedestrian and bicycle related elements when updating other city plans and guidelines	Easy	None Required	1-3
E.6.4	Collaborate with adjacent/regional agencies to ensure other agency efforts and plans are consistent with the City's ATP	Moderate	Caltrans, SCAG, LA Metro, SGVCOG, Azusa, Baldwin Park, El Monte, and Duarte	1-3

This page intentionally left blank

FUNDING & IMPLEMENTATION

Chapter 5

IMPLEMENTATION

IMPLEMENTATION PROCESS

The following outlines typical steps that are expected during the implementation process:

1. Apply for grants to fund improvements.

2. Reach out and coordinate with other jurisdictions, agencies, and interested stakeholders.

3. Develop further design, engineering, and cost estimates.

4. Secure environmental review and permitting when applicable.

5. Construct the project or establish the program.

6. Monitor performance measures for safety and active transportation use through tracking accident data and performing regular bike and pedestrian counts at key intersections.

7. Establish accountability through annually reporting implementation progress to the City Council at one of its hearings.

IMPLEMENTATION STRATEGIES

Designating bicycle and pedestrian planning management tasks to a key existing staff member or members in Irwindale can help the City focus on implementing pedestrian and bicycle improvements. This City staff member would be responsible for overall implementation of the Active Transportation and Design Guidelines, as well as plan review, coordination with other agencies, and financing. The following describes the roles and responsibilities of the bicycle and pedestrian City staff member:

- Participate in the City's plan review process, including traffic impact studies, street improvement projects, and development projects, so as to manage the implementation of recommended projects, the collection of impact fees, and the application of design guidelines and goals presented in this Plan.
- Prepare a monitoring plan in coordination with the Irwindale Police Department to evaluate bicycle and pedestrian-related collision data and provide needed enforcement with regard to issues of security, vandalism, and crime along the pedestrian and bicycle network.
- Monitor funding opportunities and prepare funding applications especially for competitive funding sources that require coordination with other local and regional agencies.
- Take the lead in developing and implementing a maintenance plan for pedestrian and bicycle facilities and collaborating with the Public Works Department.
- Work closely with adjacent communities and regional agencies, including the Southern California Association of Governments (SCAG), San Gabriel Valley Council of Governments (SGVCOG), Los Angeles County Metropolitan Transportation Authority (Metro), Caltrans, and other City Departments, including Police, Public Works, Finance, and Parks and Recreation, to capture all opportunities to implement the Irwindale Active Transportation Plan.
- Provide information and updates to the public and decision makers about the implementation status of projects and programs in this Plan.

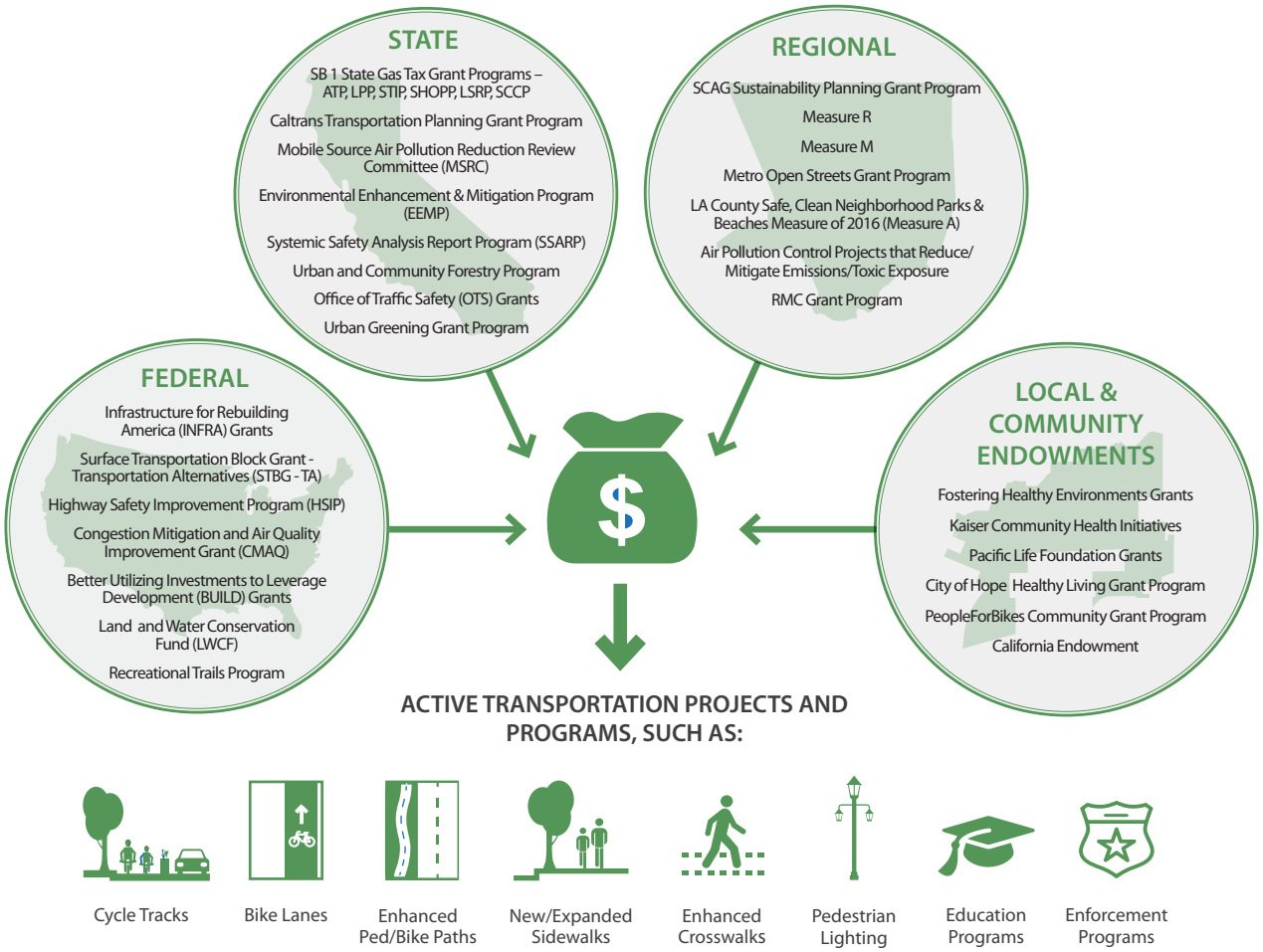
Implementation Process

FUNDING

BACKGROUND

A variety of potential funding sources, including federal, state, local, and non-traditional programs, can be used to construct active transportation improvements. The City can also take advantage of private contributions in implementing pedestrian and bicycle improvements. This may include a variety of resources, such as volunteer organizations leading educational programs or monetary donations towards specific lower-cost infrastructure improvements. Available funding is often affected by both political and economic climates, and as a result funding sources available and the amount of funding offered through each individual source is subject to change. Regardless of the funding climate, we recommend the City of Irwindale pursue grant funding opportunities as a significant component of implementing active transportation infrastructure, programs and policies. The funding sources considered appropriate for the City of Irwindale are discussed in this chapter, with links included to existing websites discussing the sources in greater detail. Recently funded projects within proximity to the City of Irwindale (if examples are available) are also described at the end of each individual grant program description in this chapter.

Figure 5.1: Potential Funding Sources for Active Transportation Improvements



FEDERAL SOURCES

The primary sources of federal funding for bicycle and pedestrian facilities come from the US Department of Transportation. Federal funding sources provide large sums of money to support projects and programs, but they are very competitive and require robust City resources for the initial application process and subsequent reporting. The City of Irwindale should consider designating City staff member(s) to monitor these grant programs and manage projects that receive funding. Irwindale active transportation projects that are most suitable for federal funding include those that meet the program's requirements, have a price tag of $1 million or more, and those which the City can contribute a percentage (usually 10 to 12 percent) as a local matching fund.

Infrastructure for Rebuilding America (INFRA) Grants

INFRA extends a preexisting grant program established by the Fixing America's Surface Transportation (FAST) Act of 2015 and utilizes updated criteria to evaluate projects that align with national and regional economic vitality goals. Additionally, the program promotes innovative safety solutions that will improve our transportation system. INFRA also targets performance and accountability in project delivery and operations. Eligible INFRA project costs may include: reconstruction, rehabilitation, acquisition of property (including land related to the project and improvements to the land), environmental mitigation, construction contingencies, equipment acquisition, and operational improvements directly related to system performance. For a large project, the INFRA grant must be at least $25 million. For a small project, the grant must be at least $5 million. Local government agencies do not need to partner with a county/regional transportation agency or a metropolitan planning organization and may apply for funding directly. Before initiating the application process through http://www.grants.gov, all applicants must first obtain a Data Universal Numbering System (DUNS) number; register with the System for Award Management (SAM); create a Grants.gov username and password; and register at least one Authorized Organization Representative (AOR) to serve as the point of contact.

More information is available at: https://www.transportation.gov/buildamerica/infragrants

Surface Transportation Block Grant – Transportation Alternatives (STBG-TA)

In 2015, President Obama signed into law the Fixing America's Surface Transportation Act (FAST Act). The FAST Act replaces the previous two-year transportation authorization bill, Moving Ahead for Progress in the 21st Century (MAP-21), and provides long-term funding certainty for surface transportation. The FAST Act includes a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA), which were previously a part of MAP-21's Transportation Alternatives Program (TAP). Eligible projects for STBG TA funding include smaller-scale transportation projects, including pedestrian and bicycle facilities, recreational trails, and Safe Routes to School projects. TA funding is allocated to States based on population and is further distributed by Caltrans through the competitive Active Transportation Program (ATP). For additional information, see Active Transportation Program (ATP) in the "State Sources" section of this chapter.

More information is available at: fhwa.dot.gov/specialfunding/stp/

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP) is also a part of the FAST Act and helps fund projects that reduce fatalities and serious injuries on all public roads. Eligible projects include improvements to any public road, bicycle or pedestrian pathway, or trail. The program is data-driven and requires records such as crash experience (data that has already been collected to identify intersections with potential for improved safety), crash potential (further refined data to identify locations with high-risk roadway characteristics), and crash rates. A portion of HSIP funds are set aside for distribution to local government agencies through a competitive application process. Caltrans issues a call for projects on an annual or biennial basis. Approved projects are submitted to the applicant's respective Metropolitan Planning Organization (MPO) for inclusion in the FTIP and funds are dispersed accordingly. The minimum funding amount is $100,000.

More information is available at: http://safety.fhwa.dot.gov/hsip or http://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program

Funded Active Transportation projects through HSIP include:

- Crosswalk Improvements (La Puente, 2016): Install Rectangular Rapid Flashing Beacons (RRFBs), curb extensions, advanced pavement markings, warning signs, and high visibility crosswalks.
- Crosswalk Improvements (San Gabriel, 2016): Install pedestrian actuated overhead flashing beacon with pedestrian crossing signage, curb ramps, pedestrian ahead signage, etc.

Congestion Mitigation and Air Quality Improvement Grant (CMAQ)

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) is a federal initiative that supports a range of projects aimed at reducing transportation-related air emissions in air quality nonattainment areas, which includes all of the City of Irwindale and Los Angeles County. To achieve this goal, the CMAQ program authorizes approximately $2.5 billion per year in available grant funding. CMAQ funds are allocated to regional/county transportation commissions based on population and are further distributed through a competitive call for projects. For the 2018-2019 fiscal year, the Los Angeles County Metropolitan Transportation Authority (Metro) received a total of $141 million for Los Angeles County projects. Metro traditionally reserves a large portion of these funds for rail projects and distributes the remaining portion through its biennial Call for Projects and Transportation Improvement Program (TIP).

More information is available at: https://www.fhwa.dot.gov/fastact/factsheets/cmaqfs.cfm

Better Utilizing Investments to Leverage Development (BUILD) Grants

Formerly known as Transportation Investment Generating Economic Recovery (TIGER) grants, BUILD grants are administered by the U.S. Department of Transportation (DOT) and provides funding for the construction of large-scale transportation infrastructure projects ranging in size from $5 million to $25 million dollars, including higher-priced bicycle and pedestrian facilities. The grant program is highly competitive, with only 7% of applications awarded funds from the last grant cycle in 2018. The grant program supports projects that are considered innovative, encouraging multi-modal and multi-jurisdictional proposals. Like INFRA grants, local agencies are not required to partner with county/regional transportation agencies or metropolitan planning organizations and may apply for BUILD grants directly. Grant applications are also processed through https://www.grants.gov and applicants must complete the same pre-registration steps before submitting their proposals. Complete Streets activities and multi-modal transportation hubs are two examples of eligible active transportation projects.

More information is available at: https://www.transportation.gov/BUILDgrants

Funded active transportation projects through the TIGER grant program include:

- Eastside Access Improvements (LA Metro, 2014): streetscape, pedestrian, and bicycle access improvements to enhance livability around transit hubs.
- Rail to Rail Active Transportation Corridor Connector (LA Metro, 2015): creation of a multi-use corridor that connects the proposed Metro Crenshaw Line in Inglewood to the Metro Blue Line in South Los Angeles, as well as to the Los Angeles River Bicycle Path.

Land and Water Conservation Fund (LWCF)

Originally established in 1964 by President Lyndon B. Johnson, the annual LWCF program provides federal support for the acquisition and development of outdoor recreation space. Cities and counties are eligible to apply for funding up to $6 million to assist with local projects that will create new recreation space, expand existing recreation space, and/or develop recreation features. LWCF funding may also be used to establish recreational/active transportation trail corridors that connect significant community locations, such as neighborhoods, workplaces, and schools. Although the National Parks Service (NPS) administers the program nationwide, local agencies submit their proposals directly to California Department of Parks and Recreation (CDPR). CDPR is responsible for selecting the most competitive California applications and sends them to the NPS for final review and approval. In June 2018, CDPR recommended 9 projects for a total of $14.8 million in funding for the 2018-2019 programming year. The most current LWCF grant cycle was released in Fall 2019, with applications due on February 3, 2020, with $14 million in grant funds available.

More information is available at: http://www.parks.ca.gov/?page_id=21360

Funded active transportation projects through LWCF include:

- Rio Hondo River Park (El Monte, 2005): constructing a hiking/biking trail, picnic areas, natural area and support facilities along Rio Hondo Bike Trail.

Recreational Trails Program

The Federal Highway Administration's (FHWA) Recreational Trails Program offers local jurisdictions additional funding for active transportation infrastructure through a state-run competitive process. On a biennial basis (excluding FY17-18), the FHWA distributes federal Surface Transportation Block Grant Program funds to state parks departments evenly based on a prescribed formula. California then distributes these funds to local agencies through a competitive grant application process. Although funding is primarily awarded to projects that establish or maintain recreational trails in parks (county, state, federal), trail connector corridors along road-

ways are also eligible if they link two sections of previously disconnected recreational trail. During the FY2015-2016 cycle, California Department of Parks of Recreation awarded 10 projects a total of $10 million. Cities, counties, and other entities with the authority to manage parks are eligible to apply. The current Recreational Trails Program grant cycle was released in Fall 2019, with applications due on February 3, 2020, with $3 million in grant funds available.

More information is available at: http://www.parks.ca.gov/?page_id=24324

Funded active transportation projects through the Recreational Trails Program include:

- Whittier Greenway Trail (Whittier, 2013): addition of Mills Trailhead access point along an existing 4.5-mile commuter/recreational trail.

STATE SOURCES

The following discussion describes State funds that could be used for transportation solutions identified in this plan. Most opportunities require a competitive application process, but some formulaic grants are discussed as well. Funds for transportation-related projects are available from the Transportation Development Act, the Road Repair and Accountability Act (SB 1 Gas Tax funds), and from various State programs and agencies, including the California Department of Transportation (Caltrans), and the California Office of Traffic Safety (OTS).

The Road Repair and Accountability Act of 2017 (SB 1)

Senate Bill 1, the Road Repair and Accountability Act of 2017, is a legislative bill that raised the state gas tax and state vehicle fees, supplying over $5.4 billion in funding to fix California roadways, improve transit, and build pedestrian and bicycle projects. Once fully implemented, approximately $1.5 billion per year in new revenue is earmarked for local streets and roads maintenance, rehabilitation, and other eligible uses including complete streets projects. In addition to formula funding, County Transportation Commissions and individual jurisdictions in Los Angeles County will be eligible to compete for additional funding for active transportation and complete streets projects.

Active Transportation Program (ATP)

The California Active Transportation Program was created in 2013 and consolidated existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), the Bicycle Transportation Account (BTA), as well as Federal and State Safe Routes to School programs (SRTS). In 2017, Governor Jerry Brown signed Senate Bill 1 (SB 1), authorizing the annual appropriation of $5.4B to statewide transportation infrastructure upgrades. Under SB 1, the ATP is extended and expanded to provide an additional $100M to cities, counties and regional transportation agencies for bike lanes, pedestrian paths, sidewalks, safe routes to schools and other projects that help reduce reliance on cars. The additional funding represents an 83 percent increase to the ATP program after adoption of SB 1. As in previous ATP cycles, funding will be distributed through a competitive application process. This process involves an initial review and selection of projects by Caltrans for the Statewide and Small Urban & Rural Regions components. Projects that are not funded as part of the Statewide or Small Urban & Rural Regions components are sent back to their respective Metropolitan Planning Organizations (MPOs) for a second round of review and selection. ATP Cycles 1, 2, 3 and 4 distributed $368 million, $359 million, $350 million and $440 million, respectively. Future grant cycles are expected to occur every 2 years, with the next cycle expected to be released in Spring 2020 with similar funding amounts to Cycle 4. Funds for the Active Transportation Program are provided by the federal Surface Transportation Block Grants - Transportation Alternatives (STBG-TA) program and the Highway Safety Improvement Program (HSIP), SB 1 revenue, and funding from the State Highway Account (SHA).

More information is available at: https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program

Funded active transportation projects through the ATP grant program include:

- Urban Trail and Greenway Network (Glendora, 2016): construction of a paved, two-way, and multi-use off-street trail along underutilized right-of-way.
- Downtown Bike and Ped Improvements (Pomona, 2014): implementation of high-priority bicycle and pedestrian infrastructure upgrades in Downtown Pomona.

Local Partnership Program (LPP)

Part of the SB 1 bundle, the LPP supplements voter-approved, transportation tax investments made by local communities by providing matching funds. The California Transportation Commission (CTC) intends for this program to balance the priority of directing increased revenues to areas of the state with the highest level of transportation need while maintaining fair distribution of grant funds statewide. Eligible projects include road maintenance, road rehabilitation and other transportation infrastructure improvements. The CTC will distribute roughly $200 million in funding split evenly between competitive and formula grants. Formulaic funding is distributed annually, and competitive grant cycles are issued every two years. The 2018 Formulaic Program will provide $174 million to 57 projects over the next two years. The 2018 Competitive Program was approved on May 16, 2018 and will fund 27 projects for a total of $309 million over the next three years.

*More information is available at: https://catc.ca.gov/programs/sb1/local-partnership-program*State Transportation Improvement Program (STIP)

The STIP is a multi-year capital improvement program for transportation projects on and off the State Highway System funded by revenues from the Transportation Investment Fund and other federal sources. Local agencies should work through their Regional Transportation Planning Agency (RTPA), County Transportation Commission, or Metropolitan Planning Organization (MPO), as appropriate,

to nominate projects for inclusion in the STIP. The City of Irwindale coordinates with the Los Angeles County Metropolitan Transportation Authority (Metro) to include projects in the Los Angeles County Transportation Improvement Plan (TIP). Los Angeles County TIP-recommended bicycle and pedestrian projects may be programmed by SCAG in its Regional Transportation Improvement Plans (RTIP) as these projects are then eligible for either State Highway Account or Federal funds. The 2018 STIP includes $2.2B in new funding over the next 5 years and funding capacity is anticipated to increase each year.

More information is available at: https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/state-transportation-improvement-program

State Highway Operation and Protection Program (SHOPP)

The SHOPP is the State's "fix-it-first" funding mechanism for the rehabilitation and reconstruction of all state highways and bridges, including Interstate highways; the supporting infrastructure for those facilities such as culverts, traffic operations systems, safety roadside rest areas, and maintenance stations; and most importantly, to address safety and emergency repair needs. SHOPP also provides the opportunities to address other vital State priorities, such as the reduction of transportation related greenhouse gas (GHG) emissions and implementation of Complete Streets elements like pedestrian and bicycle facilities. Streets and Highways Code Section 2030 (b)(1)(D) states that complete street components, including active transportation purposes, pedestrian and bicycle safety projects, and multi-modal transit facilities are SHOPP-eligible in conjunction with any other allowable project.

More information is available at: https://dot.ca.gov/programs/transportation-programming/state-highway-operation-protection-program-shopp-minor-program-shopp

Funded active transportation projects through SHOPP include:

- Sidewalk Improvements (La Verne & Pomona, 2018): upgrade curb ramps and sidewalks to comply with ADA Standards.

Local Streets and Roads Program (LSRP)

SB 1 dedicates approximately $1.5 billion per year in new formula revenues to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system. To be eligible for funding, cities and counties must submit a list of proposed projects to the California Transportation Commission (CTC) and a project expenditure report at the end of the year detailing the description, location, amount of funds expended, and estimated useful life of improvements constructed with program funding. LSRP funding is available for: road maintenance and rehabilitation; safety projects; Complete Streets Components (including active transportation purposes, pedestrian and bicycle safety projects, and multi-modal transit facilities in conjunction with any other allowable project); and Traffic Control Devices.

More information is available at: https://catc.ca.gov/programs/sb1/local-streets-roads-program

Funded active transportation projects through LSRP include:

- Merced Avenue Road Diet (El Monte, 2018): implementation of traffic calming measures along this major thoroughfare.
- Oak Tree Crosswalk Improvement (Glendora, 2018): install flashing beacon units at intersection of Oak Tree Dr and Foothill Blvd.

Solutions for Congested Corridors Program (SCCP)

The SCCP provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. Initiated in 2017 through the passage of SB 1, the program offers $250 million annually for projects that implement specific transportation performance improvements and are part of a comprehensive corridor plan, such as providing more transportation choices while preserving the character of local communities and creating opportunities for neighborhood enhancement. Eligible projects include improvements to state highways, local streets and roads, rail facilities, public transit facilities, and bicycle and pedestrian facilities. Preference will be given to corridor plans that demonstrate collaboration between Caltrans and local or regional partners, reflecting a comprehensive planning approach.

More information is available at: https://catc.ca.gov/programs/sb1/solutions-for-congested-corridors-program

Caltrans Sustainable Transportation Planning Grant Program - Sustainable Communities

The Sustainable Communities grant provides Federal Transit Administration (FTA 5304), SB 1, and State Highway Account (SHA) funding to projects that encourage multi-modal transportation and land use planning projects that contribute to the state's GHG reduction targets. Sustainable Communities grants are distributed via formula and competitive grants.

The program places a large emphasis on projects that benefit disadvantaged communities. The entire City of Irwindale is considered a "disadvantaged community" under CalEnviroScreen 3.0, which is a primary indicator utilized by Caltrans to determine disadvantaged community status on grant applications. The last grant cycle occurred in Fall 2019, with future cycles occurring annually.

This is a key source of funding for the development of complete street, multi-modal, or corridor plans, which can help expedite recommendations in this Active Transportation Plan. This includes focused outreach with affected stakeholders, confirmation of feasibility of implementing multi-modal facilities, development of preliminary engineering drawings and detailed cost estimates.

More information is available at: https://dot.ca.gov/programs/transportation-planning/regional-planning/sustainable-transportation-planning-grants

Funded active transportation projects through the Caltrans Sustainable Transportation Planning Grant Program include:

- City of Rosemead, Rosemead Citywide Complete Streets Plan (2018): the plan will develop strategies that ensure future development of complete streets and increase active modes of transportation.
- Los Angeles Department of Transportation (Department of City Planning), Collaborating with Communities to Build Better Bicycle Connections (2018): the project will partner with community-based organizations to identify bicycling/walking barriers, to ultimately establish a needs-based project pipeline

Caltrans Sustainable Transportation Planning Grants – Strategic Partnerships Grant.

The Strategic Partnerships grant program is funded by the Federal Highway Administration and Federal Transit Administration and is part of the Caltrans Sustainable Transportation Planning Grants program. The grant program encourages partnerships between Caltrans and regional agencies to collaborate on projects in the state highway system. Strategic Partnerships are intended to fund planning projects that address needs on the State highway system, while the transit component addresses multimodal deficiencies that focus on transit.

More information is available at: https://dot.ca.gov/programs/transportation-planning/regional-planning/sustainable-transportation-planning-grants

Office of Traffic Safety (OTS) Grants

The Office of Traffic Safety (OTS) administers federal grant funds allocated to California under the National Highway Safety Act. The OTS has several priority areas for grant funding, including Pedestrian and Bicycle Safety. The OTS supports a wide variety of traffic safety programs, including pedestrian and bicycle safety programs for children, child passenger safety outreach, and support for increased law enforcement services and resources, such as safety helmet distribution, and court diversion programs for safety helmet violators. Grant funding is awarded annually based on funding availability.

More information is available at: https://www.ots.ca.gov/grants/

Environmental Enhancement and Mitigation Program (EEMP)

The EEMP is a State fund established by the Legislature to fund beautification improvements to roadsides to mitigate the effects of transportation projects. It offers a total of $10 million each year in grants to local, state, and federal governmental agencies and to nonprofit organizations for projects to mitigate the environmental impacts caused by new or modified public transportation facilities. Eligible projects must be directly or indirectly related to the environmental impact of the modification of an existing transportation facility or construction of a new transportation facility. Typical grants range from $200,000 to $250,000. Up to 25 percent local matching is usually required. Grants are awarded in the categories of highway landscaping and urban forestry, resource lands, roadside recreation, and mitigation projects. Grants are awarded on a competitive basis. The next grant cycle for the EEMP program is expected in April 2020.

More information is available at: http://resources.ca.gov/grants/environmental-enhancement-and-mitigation-eem/

Funded active transportation projects through the EEMP program include:

- Emerald Necklace Expanded Green Infrastructure Network (Amigos de los Rios, 2013): creation of a parks and open space network connected by river greenways and multi-use trails.

Urban Greening Grant Program

The Urban Greening Program is intended to fund projects that reduce greenhouse gases by sequestering carbon, decreasing energy consumption and reducing vehicle miles traveled, while also transforming the built environment into places that are more sustainable, enjoyable, and effective in creating healthy and vibrant communities. Successful projects will establish and enhance parks and open space, using natural solutions to improving air and

water quality and reducing energy consumption, and creating more walkable and bikeable trails. Examples of eligible urban greening projects include green streets, alleyways and non-motorized urban trails that provide safe routes for travel between residences, workplaces, commercial centers, and schools. The next cycle soliciting grant applications for Urban Greening funds is expected in March 2020.

More information is available at: http://resources.ca.gov/grants/urban-greening/

Funded active transportation projects through the Urban Greening Grant Program include:

- Emerald Necklace Rio Hondo Phase II (Amigos de los Rios, 2017): construction of a pedestrian and bicycle trail to connect the Rio Hondo and San Gabriel River trails.
- Transit Village Park and Greenway (Monrovia, 2010): creation of a 2.5 acre multi-benefit greenway along the Metro Gold Line Foothill Extension.

Affordable Housing and Sustainable Communities Program (AHSC)

The AHSC Program is a joint effort by the Strategic Growth Council and California Department of Housing and Community Development. The Program assists affordable housing developments, sustainable transportation infrastructure, transportation-related amenities, and multi-modal transit promotion. Cities, transportation agencies, and developers are eligible to receive funding. Transportation projects (including active transportation) must be located within one-half mile of a qualifying transit stop/station. Exceptions may be granted if the project is identified in an adopted plan (general/specific, bike/pedestrian).

More information is available at: http://www.sgc.ca.gov/programs/ahsc/resources/

Urban and Community Forestry Program

Like the Urban Greening Grant Program, CAL FIRE's Urban and Community Forestry Program provides grant funding for projects that result in a net reduction of greenhouse gases through reforestation efforts. The program features a two-part selection process: (1) initial concept proposals are submitted and scored; and (2) high-scoring proposals are invited to submit a complete application package. During the 2017-2018 application cycle, CAL FIRE distributed more than $17.5 million in grant funding to projects that will plant a combined 35,000 trees and reduce greenhouse gases by an estimated 106,000 metric tons. Although the program is not geared towards transportation, former awardees utilized funds to enhance pedestrian, bicycle, and transit amenities. CAL FIRE closed its 2018-2019 application cycle in November 2019. Eligible applicants include cities, counties, qualifying districts, and nonprofit organizations.

More information is available at: https://www.fire.ca.gov/grants/urban-and-community-forestry-grant-programs/

Funded active transportation-related projects through the Urban and Community Forestry Program include:

- Huntington Park/Cudahy Canopy Expansion (2016-2017): plant and maintain 1,400 shade trees along parkways and commercial corridors.

Mobile Source Air Pollution Reduction Review Committee (MSRC)

The Mobile Source Air Pollution Reduction Review Committee (MSRC) manages the program that distributes funds from AB 2766, legislation that authorized a per vehicle surcharge on annual registration fees. MSRC provides funding to cities, counties, transit agencies, and school districts for studies, special commuter assistance programs, and clean transportation initiatives. The program awards funding to projects that deliver clean vehicles to school districts and funds transit agencies to obtain alternative fuel buses. MSRC also accepts grant applications for a variety of complete street projects, including goods movement and first/last mile solutions. The program provides funding to projects that help commuters reduce the number of miles they drive, including purchase incentives for electric-assist bicycles, bike racks on buses, and bicycles for law enforcement patrols. In 2015, program funding was divided into four categories: (1) Local Government Match Program – $13,000,000, (2) Alternative Fuel Infrastructure Program - $5,000,000, (3) Major Event Center Transportation Program - $4,500,000, (4) Transportation Control Measure County Transportation Commission Partnership Program - $10,000,000.

More information is available at: http://www.cleantransportationfunding.org/

Funded active transportation-related projects through MSRC include:

- City of Azusa (2016): Implement a "Complete Streets" pedestrian access project.
- City of Moreno Valley (2016): Installation of bicycle infrastructure & implementation of bicycle education.

REGIONAL/COUNTYWIDE SOURCES

Metropolitan Planning Organizations (MPO), Regional Transportation Planning Authorities (RTPA), County Transportation Commissions (CTC), and Air Quality Management Districts (AQMD) often play a sizeable role in a region's transportation and

environmental planning efforts. Many agencies independently offer grant opportunities in addition to managing federal and state funding. The City of Irwindale is within the Southern California Association of Governments (SCAG), Los Angeles County Metropolitan Transportation Authority (Metro), and South Coast Air Quality Management District (SCAQMD) jurisdictions. The above mentioned organizations routinely offer funding for transportation projects, especially those that reduce greenhouse gas emissions (GHG) and vehicle miles traveled (VMT). Voter approved initiatives like Measures R, A, and M are noteworthy because they provide long-term funding solutions for bicycle and pedestrian improvements throughout the County. The following grant opportunities are typically offered on a regular or semi-regular basis but may be subject to change.

Sustainability Planning Grant Program

The Southern California Association of Governments (SCAG) launched the Sustainability Planning Grant Program in 2005 (formerly named Compass Blueprint) with the intent of providing funding to jurisdictions that were willing to test innovative and sustainable planning practices and tools. In its current form, the program provides $2M in funding for projects that promote and implement regional sustainable community strategies through planning and policy. Funding is broken down into three categories: Integrated Land Use; Active Transportation; and Green Region. Cities, counties, and transportation authorities are eligible to compete for funding through all three mechanisms, increasing the amount of total funding available for ATP projects throughout the county.

Similar to the Caltrans Sustainable Transportation Planning Grant, this is a key source of funding for complete streets, multi-modal, and corridor plans that will help enable the implementation of active transportation plan recommendations.

More information is available at: http://sustain.scag.ca.gov/Pages/Grants%20and%20Local%20Assistance/GrantsLocalAssistance.aspx

Funded active transportation projects through the Sustainability Planning Grant Program include:

- Downtown Redevelopment Visualization (Baldwin Park, 2008): 3D modeling of potential redevelopment scenarios with an emphasis on integrated land uses.
- North Station Area Plan (Pomona, 2013): study of future TOD opportunities around the proposed Pomona Gold Line Station.

Measure R

In 2008, Los Angeles County voters approved a half-cent sales tax to finance new transportation projects and programs throughout the county. The 30-year Metro initiative is anticipated to generate $40 billion in new tax revenue and has collected over $5.4 billion through the end of 2017. Revenues are allocated across a wide range of programs according to an approved expenditure plan: the Transit Capital subfund receives 40-percent of total revenues; the Highway Capital subfund receives 20-percent; the Operations subfund receives 25-percent; and the Local Return subfund receives 15-percent. The Local Return subfund is distributed to local jurisdictions for discretionary street and roadway repairs, including bicycle and pedestrian infrastructure projects. Metro relies on a population-based formula to distribute the local jurisdiction set asides, but this method severely limits the amount of funding available to the City of Irwindale.

More information is available at: https://www.metro.net/projects/measurer/

Measure M

Measure M is a voter-approved sales tax increase intended to provide additional funding for local and regional transportation improvements. The Metro program was approved in 2016 and raises LA County's sales tax by one-half of one percent (0.5%) until 2039. After 2039, the tax will increase to one percent and will remain at this rate in perpetuity. Like Measure R, Measure M funds are allocated according to an expenditure plan: the Transit Operation & Maintenance subfund receives 27-percent of total revenues; the Transit, First/Last Mile subfund receives 37-percent; the Highway Construction subfund receives 17-percent; the Active Transportation subfund receives 2-percent; and the Local Return subfund receives 17-percent (increases to 20-percent in 2039). Metro estimates that jurisdictions within the San Gabriel Valley Region will receive a total of $3.7 billion in Local Return funding over the first 40 years. Irwindale can reasonably anticipate receiving a total of approximately $2 million. Bicycle and pedestrian improvements, including complete streets, are again eligible discretionary expenses for Local Return revenue. A per capita formula is used to allocate Local Return funds and the 2-percent Active Transportation set aside is expected to be administered through Metro's various competitive programs (see Metro Open Streets Grant Program on the following page).

More information is available at: http://theplan.metro.net/#measurem

Metro Open Streets Grant Program

The Metro Board of Supervisors initiated the Open Streets Grant Program in 2013 to promote walking and bicycling in Los Angeles County communities. The program provides funding for cities and local jurisdictions to host events that encourage mode shift towards more sustainable transportation alternatives. Traditionally, these events involve a temporary road closure, so pedestrians and cyclists can walk and ride safely through the streets of their city. The program has sponsored Open Streets events throughout the greater Los Angeles Area including the "Pride of the Valley" event in the City of Baldwin Park and Irwindale on September 16, 2018. Event applications are evaluated using a 100-point rubric and a proposal must score at least 70 points to be considered for funding. Innovative and collaborative events are highly encouraged.

More information is available at: https://www.metro.net/projects/active-transportation/metro-open-streets-grant-program/

LA County Safe, Clean Neighborhood Parks and Beaches Measure of 2016 (Measure A)

Los Angeles County voters approved Measure A in 2016, increasing the amount of funding available to enhance and maintain neighborhood parks, open spaces, recreational trails, natural habitats, waterways, and beaches throughout the county. The measure comes in the waning years of the previous funding initiative, Proposition A, which expired in 2019. Measure A is expected to generate roughly $94 million each year through an additional parcel tax of 1.5 cents per square foot of development. Tax revenues will be distributed into five categories: Community-Based Park Investment (Category 1); Safe, Clean Neighborhood Parks, Healthy Communities and Urban Greening (Category 2); Natural Lands, Open Spaces and Local Beaches, Water Conservation, and Watershed Protection (Category 3); Regional Recreational Facilities, Multi-use Trails and Accessibility (Category 4); and Youth and Veteran Job Training and Placement Opportunities (Category 5). Funding for Categories 1 and 2 will be allocated annually based on a formula; Category 1 distributes funds to all areas and Category 2 focuses grant funding in areas identified as High and Very-High Need as designated by the Countywide Park and Recreation Needs Assessment. Categories 3, 4, and 5 will distribute funds through a competitive application process with mandatory set asides for High and Very-High Need areas as designated by the Countywide Park and Recreation Needs Assessment. The exact distribution schedules for Categories 3, 4, and 5 have not yet been finalized, but it is expected that they will be released in two- to four-year intervals. Categories 3 and 4 contain set asides specific to recreation accessibility, including bicycle and pedestrian infrastructure improvements, totaling approximately $3.8M annually. The initiative presents the opportunity to address many of the issues identified in the County's Parks and Recreation Needs Assessment. Irwindale is listed as a "Very Low Need" community and will not be prioritized for Category 2 formula funding. Categories 1, 3 and 4 provide the best opportunities for Irwindale to secure additional resources through this program.

More information is available at: http://rposd.lacounty.gov/2016-ballot-measure/

Air Pollution Control Projects that Reduce/Mitigate Emissions/Toxic Exposure

On a semi-regular basis, the South Coast Air Quality Management District (SCAQMD) releases a Request for Proposals (RFP) for projects that reduce emissions in the SCAQMD monitoring area. The RFP places no restrictions on project type, process, or methodology. The only requirement is that the proposed project results in a real reduction of emissions or develops a technology that aids in compliance with air quality standards. Multiple funds contributed to the $61 million available for the 2018 application cycle, although some sources were restricted to certain target areas. Active transportation projects that reduce congestion and promote walking and biking are eligible for roughly half of all available funding. Although this RFP is not released regularly, additional rounds of funding are likely to take place when funding sources are secured.

More information is available at: http://www.aqmd.gov/nav/grants-bids

RMC Grant Program

The San Gabriel and Lower Los Angeles Rivers and Mountain Conservancy (RMC) awards approximately $30 million each year to projects that protect open space, preserve or restore natural habitat, and encourage low-impact uses. Funded by the Water Quality, Supply, and Infrastructure Improvement Act of 2014 (Proposition 1) and the Parks, Environment and Water Bond Act of 2018 (Proposition 68), the RMC Grant Program helps advance state and local environmental goals and objectives. Evaluation criteria focuses heavily on land and resource conservation, but points are also awarded for projects that support low-impact trail uses such as walking and bicycling. Cities, counties, public agencies, joint power agencies, and non-profit organizations are all eligible to apply for funding so long as they fall within the RMC jurisdictional boundary. RMC's jurisdiction includes eastern Los Angeles County and western Orange County. There are a total of 68 cit-

ies within the RMC jurisdiction, including the City of Irwindale. Application cycles typically occur during the latter half of the year, but RMC may release additional calls for projects if funds are available, including funds from the Proposition 68 regionwide grant program, which is anticipated for Spring 2020.

More information is available at: http://www.rmc.ca.gov/grants/intro.html

Funded active transportation-related projects through the RMC Grant Program include:

- Coyote Creek Bikeway Master Plan (2018), A feasibility assessment and implementation guide for a 15-mile section of multi-use trails between Brea and Long Beach.

LOCAL SOURCES/COMMUNITY ENDOWMENTS

An alternative to competitive grant funding at the Federal and State level is local funding to fund public infrastructure projects. Local funding opportunities are abundant within the City of Irwindale and surrounding San Gabriel Valley area and are offered by both public and private entities. Additionally, numerous for-profit and not-for-profit companies award grants for projects that promote healthy, active living in and around the City of Irwindale.

Fostering Healthy Environments Grants

Funded by the California Wellness Foundation (Cal Wellness), Fostering Healthy Environments grants are available to nonprofit organizations and public organizations interested in promoting environmental justice, equitable access to healthy food, and park equity for low-income communities. Although Cal Wellness does occasionally issue RFP's, most grants are awarded through a solicitation process. Previous grants have been awarded to projects that promote public outreach and participation in land use planning and policymaking processes, increase the availability of healthy food in disadvantaged neighborhoods, and provide training and technical assistance to communities and local governments to increase park access. Available grant information does not explicitly reference active transportation; however, a strong argument could be made that bike/pedestrian projects increase connectivity to healthy foods and parks.

More information is available at: https://www.calwellness.org/money/what-we-fund/healthy-and-safe-neighborhoods/fostering-healthy-environments/

Community Health Initiatives

Kaiser Permanente offers a variety of grant opportunities to non-profit organizations and government agencies alike. The Community Health Initiatives program provides funding to community-based projects that promote healthy lifestyles and disease prevention (including chronic diseases such as obesity). Active transportation projects could qualify for grant funding under several different focus areas, including but not limited to: policy and environmental change, smart growth/land use, multi-sector collaboration, parks and recreation, school wellness, worksite wellness, and health promotion and prevention. Applications are processed by the Regional Community Benefit department and grants may be awarded in excess of $25,000. In 2019, the regional grants program transitioned to an invitation-only grants process, with unsolicited letters of intent or proposals no longer accepted.

More information is available at: https://community.kp.org/be-involved/funding-opportunities

Pacific Life Foundation Grants

Over the past 32 years, the Pacific Life Foundation has provided more than $102 million in funding (primarily through grants) to support a wide range of social and environmental issues. Primary funding categories include "Health and Human Services" and "Civic, Community, and Environment" focus areas. In previous application cycles, "Health and Human Services" grants have been awarded to projects and programs that improve the quality of life and health of individuals in disadvantaged communities. "Civic, Community, and Environment" grants are available for projects that protect and preserve the natural environment, as well as young adult programs that promote leadership, civic responsibility, and diversity. Government agencies and non-profit organizations are eligible for funding.

More information is available at: https://www.pacificlife.com/home/corporate-responsibility.html

Healthy Living Grant Program

The Healthy Living Grant (HLG) is an annual program sponsored by City of Hope that provides funding to local community groups and organizations that promote healthy living throughout the Greater San Gabriel Valley. As one of the nation's premier health research institutions, City of Hope prioritizes innovate, sustainable, and collaborative projects that help prevent chronic illnesses, such as cancer and diabetes. Although no awardees from the 2018 cycle specifically focused on active transportation projects, the program identifies numerous project objectives that offer promising opportunities to secure funding for city-wide mobility improvements. The city should consider partnering with a local community organization to pursue grant funding, which provided $5,000 grants to each winning organization in the last funding cycle.

*More information is available at: https://www.pacificlife.com/home/corporate-responsibility.html*Community Grant Program

Since 1999, PeopleForBikes' Community Grant Program has awarded over $3.5 million to important and influential bicycle projects in local communities nationwide. The grant is open to non-profit organizations as well as agencies from all levels of government. Funds are prioritized for infrastructure projects such as bike paths/lanes/trails, mountain bike facilities, bike parks, and bike parking and repair stations, but previous grants have also been awarded to advocacy campaigns and Ciclavia/

Open Streets events. Calls for projects are released one or two times each year depending on available funding. The Spring 2019 cycle awarded 8 projects for a total of $45,000 for a variety of bike path and trail improvements.

More information is available at: https://peopleforbikes.org/our-work/community-grants/

California Endowment

The California Endowment's grantmaking is guided by their Building Healthy Communities (BHC) effort and by guidelines for each of the grant types. The California Endowment awards single- and multi-year grants and Direct Charitable Activity (DCA) contracts. Through the Program-Related Investment (PRI) program they provide financing that advances programmatic goals and their 2020 goals. The California Endowment has committed $100 million of their funds to Program-Related Investments (PRIs). PRIs are one tool in The California Endowment's continuum of philanthropic capital available for advancing its programmatic vision and supporting its current work through Building Healthy Communities (BHC). The California Endowment does not accept unsolicited letters of intent or proposals. Funding opportunities are by invitation only. Funding is provided to nonprofit organizations that are not classified as private foundations, California state and local government entities, and faith-based organizations that welcome and serve all members of the community.

More information is available at: http://www.calendow.org/funding-opportunities/

This page intentionally left blank

City of Irwindale

ACTIVE TRANSPORTATION PLAN