

IRWINDALE ACTIVE TRANSPORTATION PLAN APPENDICES

January 2021





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Appendix A

Count Summary Memorandum

MEMORANDUM

DATE March 5, 2019

TO Marilyn Simpson, City of Irwindale

FROM Michael Nilsson, PlaceWorks

SUBJECT **Irwindale Non-Motorized Active Transportation Plan (ATP) and Design Guidelines – Pedestrian and Bicycle Counts Summary and Analysis**

Background on Pedestrian and Bicycle Counts

To better understand non-motorized users' travel behavior and how to prioritize recommendations for the bicycle and pedestrian network proposed for the Irwindale Non-Motorized Active Transportation Plan and Design Guidelines, count volumes were collected manually throughout Irwindale. Alta Planning and Design, the firm contracted by BikeSGV to develop the San Gabriel Valley Regional Pedestrian and Bicycle Master Plan (SGV Plan), conducted pedestrian and bicyclist counts within the region at key locations in various cities — including Irwindale. The bicycle and pedestrian counts collected for the SGV Plan were referenced in coordination with regional efforts to improve pedestrian and bicycle planning. PlaceWorks conducted counts at additional sites to supplement the data collected by Alta Planning and Design. The pedestrian and bicyclist data accounts for behavior and the direction traveled during peak travel times. The summary below evaluates the count data organized by the two firms.

Count Locations Within the City of Irwindale

A total of 14 sites throughout Irwindale are included in the analysis. The sites were selected due to their proximity to transit, local commerce/retail, or points of interest within Irwindale. Key corridors include Irwindale Avenue, Arrow Highway, San Gabriel River Trail connections, Live Oak Avenue, and other primary/secondary streets. Of these locations, the majority were included in Alta Planning and Design's analysis for the SGV Plan. PlaceWorks conducted additional counts at the Arrow Highway and Irwindale Avenue intersection and at the intersection of the San Gabriel River Trail & Azusa Canyon Road. 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. The following locations were evaluated for pedestrian and bicyclist activity:

- » 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 Ave (between San Gabriel River Trail and Live Oak Lane)
- » Live Oak Ave (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)

Counts Methodology

The methodology used to collect bicycle and pedestrian count data for the City of Irwindale is based on protocols established by the Southern California Association of Governments (SCAG).

- » Manual screenline counts, in which midblock locations are chosen to count pedestrians and bicyclists crossing an imaginary line across the street, were the primary method for conducting counts in Irwindale. SCAG considers this simpler and more reliable than conducting intersection counts. However, an intersection count was conducted at Irwindale Avenue and Arrow Highway in order to gather significant data for the City's primary intersection.
- » Counts were taken at each location for a minimum of two days. SCAG recommends count durations on three consecutive weekdays (two minimum) from 7 am – 9 am and 4 am – 6 pm and one non-holiday weekend day from 11 am – 1 pm. Tuesday, Wednesday, Thursday and Saturday are the best days to conduct counts. In addition, counts were tabulated every 15 minutes.
- » Count volumes were recorded utilizing count forms provided by SCAG.
- » Behavioral characteristics to be counted for both pedestrian and bicycle counts were based on categories used during the SGV Plan count effort. The categories include riding on the sidewalk, wearing a bicycle helmet, females, children, people with disabilities, and riding in the wrong direction on the road. Pedestrian counts include most of the behavioral/demographic characteristics mentioned above.

Travel Volumes

After the counts were performed, the data was inputted into excel and separated by morning, midday, and evening peak periods and by the day of the week. Tables 1 and 2 present pedestrian and bicycle data count volumes from highest to lowest by site.

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. Aside from the San Gabriel River Trail sites, Irwindale Avenue (between Adelante Street & West 1st Street) and Arrow Highway

(between Maine Avenue & Bleecker Street) had high pedestrian volumes. 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.

Behavioral Characteristics

The data from sites at the San Gabriel River Trail are tabulated separately to better understand and analyze behavior. The distinction facilitated understanding of how behavior differs across the various sites. Pedestrian and bicycle behavior was analyzed by morning, midday, and evening peak periods – totals were tabulated for each behavior by period and by weekend or weekday.

PEDESTRIANS

For pedestrian behavior, special needs, skateboards, and children were counted and calculated by percentage. For the weekday morning period a total of 88 pedestrians were counted along primary and secondary streets, of this total 2.27% were children. Along the San Gabriel River Trail, during the weekday morning period, a total of 61 pedestrians were counted, of which 3.28% were special needs and 3.28% were children.

During the weekday evening period, a total of 126 pedestrians were counted along primary and secondary streets, of this total 1.59% utilized a skateboard. Along the San Gabriel River Trail sites, 60 pedestrians were counted, of which 16.67% used a skateboard and 5.00% were children.

During the weekend midday period, a total of 170 pedestrians were counted along primary and secondary streets. Approximately 0.59% used a skateboard and 1.18% were children. In the same period along the San Gabriel River Trail sites, 4.12% used a skateboard and 10.31% were children.

BICYCLISTS

For bicyclist behavior, females, sidewalk riding, wrong way riding, and whether bicyclists wore a helmet or not were counted and calculated by percentage. A total of 75 bicyclists were counted during the weekday morning period along primary and secondary roads; approximately 5.33% of riders were female, 58.67% rode on the sidewalk, 8.00% rode the wrong way, and 58.67% did not wear a helmet. Along the San Gabriel River Trail sites, a total of 166 bicyclists were counted in the same period. Of this total, approximately 7.83% were female, 1.20% rode the wrong way, and 24.70% did not wear a helmet.

During the weekday evening period, a total of 79 bicyclists were counted along primary and secondary roads. Of this total approximately 6.33% were female, 36.71% rode on the sidewalk, 10.13% rode the

wrong way, and 70.89% did not wear a helmet. Along the San Gabriel River Trail a total of 252 bicyclists were counted; 12.70% were female, 0.40% rode the wrong way, and 26.19% wore no helmet.

During the weekend midday period, a total of 115 bicyclists were counted along primary and secondary streets; of this total 6% were female, 33% rode on the sidewalk, 9% rode the wrong way, and 49% wore no helmet. In the same period, along the San Gabriel River Trail, a total of 16% of riders were female, 1% rode on the sidewalk, 1% rode the wrong way, and 12% did not wear a helmet.

Table 1: Pedestrian Counts By Location

Location	*Weekday Morning	*Weekday Evening	Weekend Midday	TOTAL
Arrow Hwy & Irwindale Ave	48	86	127	261
San Gabriel River Trail & Azusa Canyon	21	46	55	122
W Ramona Blvd (between San Gabriel River Trail & 605 Freeway)	14	19	16	49
San Gabriel River Trail (between San Gabriel Trail Feeder & San Gabriel Canyon Rd)	19	6	18	43
San Gabriel River Trail Feeder (between Encanto Pkwy & San Gabriel River Trail)	13	7	16	36
Irwindale Ave (between Adelante St & W 1st St)	7	11	6	24
Arrow Hwy (between Maine & Bleeker)	7	4	11	22
E Longden Ave (between Peck Rd & Myrtle Ave)	6	4	4	14
San Gabriel River Trail (between Arrow Hwy & Live Oak)	5	1	7	13
Buena Vista St (between Village Rd & Miguel Miranda)	4	2	5	11
San Gabriel River Trail Duarte Connection (between City of Hope Campus & San Gabriel River Trail)	3	0	1	4
Live Oak Ave (between San Gabriel River & Live Oak Ln)	1	0	1	2
Arrow Hwy (between Avenida Barbosa & 605 Fwy)	1	0	0	1
Live Oak Ave (between Arrow Hwy & Speedway Dr)	0	0	0	0
TOTAL	149	186	267	602

Table 2: Bicyclist Counts by Location

Location	*Weekday Morning	*Weekday Evening	Weekend Midday	TOTAL
San Gabriel River Trail & Azusa Canyon	23	75	316	414
San Gabriel River Trail (between San Gabriel Trail Feeder & San Gabriel Canyon Rd)	54	86	150	290
San Gabriel River Trail Feeder (between Encanto Pkwy & San Gabriel River Trail)	41	44	94	179
San Gabriel River Trail (between Arrow Hwy& Live Oak)	28	36	80	144
W Ramon Blvd (between San Gabriel River Trail & 605 Freeway)	35	34	35	104
San Gabriel River Trail Duarte Connection (between City of Hope Campus & San Gabriel River Trail)	20	11	20	51
Arrow Hwy & Irwindale Ave	7	14	18	39
Arrow Hwy (between Maine & Bleeker)	12	10	12	34
Irwindale Ave (between Adelante St & W 1st St)	5	10	5	20
Live Oak Ave (between San Gabriel River & Live Oak Ln)	7	1	11	19
Arrow Hwy (between Avenida Barbosa & 605 Fwy)	2	4	13	19
E Longden Ave (between Peck Rd & Myrtle Ave)	5	1	8	14
Buena Vista St (between Village Rd & Miguel Miranda)	0	2	9	11
Live Oak Ave (between Arrow Hwy & Speedway Dr)	2	3	4	9
TOTAL	241	331	775	1347

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Appendix **B**

Count Form Template

Bicycle/Pedestrian Data Collection - Screenline Supervisor Form

Date _____ 20____ DAY MONTH YEAR	Count Periods at This Location ① START _____ END _____ AM PM AM PM ② START _____ END _____ AM PM AM PM ③ START _____ END _____ AM PM AM PM	Pages _____ OF _____ PAGE TOTAL
Location Irwindale/Arrow BETWEEN _____ AND _____ <small>STREET PATH</small>		

Show Them Where to Count...



Mark where the counter should be located with an "X" on the Count Location Schematic below. Then, draw in the counter's screenline.

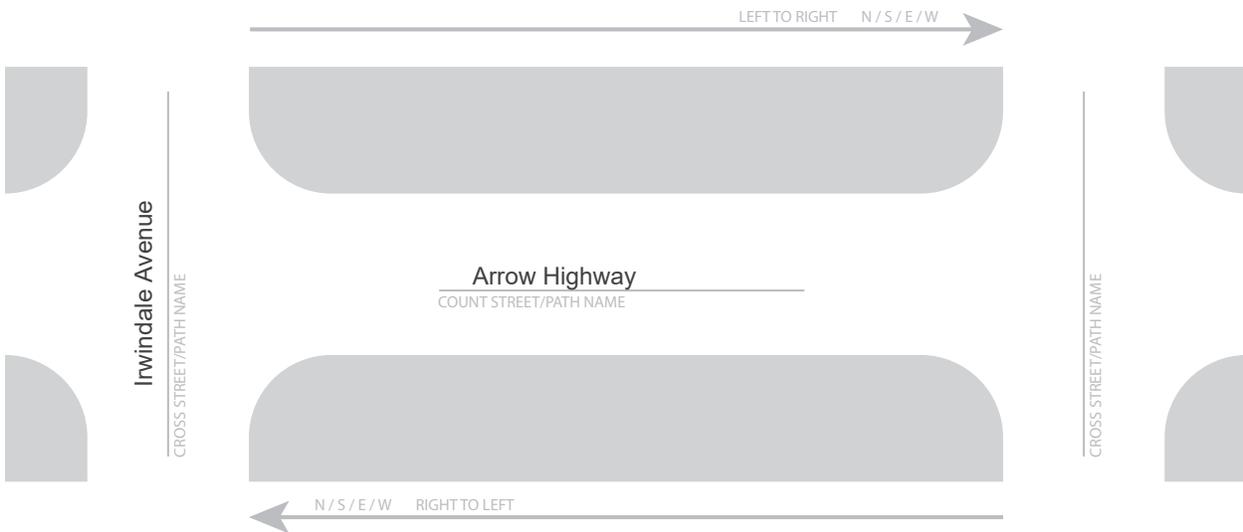


Label the street the counter will be counting on, as well as the nearest cross streets, as they will appear from the count location.



Indicate which way will be "left to right" and "right to left" on the arrows below. Also mark cardinal directions (N, S, E, or W. Note that NW, SE, etc. are not allowed) as they will appear to the counter. If you are not sure which cardinal direction to assign because the street does not run exactly north-south or east-west, please consult any previous counts and be consistent with what has been chosen in the past.

Count Location Schematic



Bikeway Type at This Location

Record the bikeway type present at this location, if any, including sub-options.

- BIKE PATH
 BIKE LANE
 BIKE ROUTE
 BIKE BOULEVARD
 NONE
 COLORED
 PAINTED BUFFER
 PHYSICAL BUFFER
 SHARROWS
 SHARROWS

Additional Variables to Count

Indicate any additional attributes the counter should count using the checkboxes below.

- Bicycle**
 FEMALE
 WRONG WAY RIDING
 SIDEWALK RIDING
 OTHER: _____
Pedestrian
 WHEELCHAIR/SPECIAL NEEDS
 SKATEBOARD/SCOOTER/SKATES
 CHILD
 OTHER: _____

Bicycle/Pedestrian Data Collection - Screenline Count Form

<p>Date</p> <p>DAY MONTH YEAR</p> <p>20</p>	<p>This Page</p> <p>FROM TO</p> <p>AM PM AM PM</p>	<p>Pages</p> <p>PAGE OF TOTAL</p>
<p>Location Irwindale/Arrow</p> <p>BETWEEN AND</p> <p>STREET PATH</p>	<p>Count Period</p> <p>START END</p> <p>AM PM AM PM</p>	<p>Rain</p> <p>YES NO</p>

Bicyclists

Count cyclists when they cross the imaginary line

Female

_____ TOTAL

Sidewalk Riding

_____ TOTAL

Wrong Way Riding

_____ TOTAL

Other: No Helmet

_____ TOTAL

Other:

_____ TOTAL

Pedestrians

Count cyclists when they cross the imaginary line

Wheelchair/Special Needs

_____ TOTAL

Skateboard/Scooter/Skates

_____ TOTAL

Child

_____ TOTAL

Other:

_____ TOTAL

Other:

_____ TOTAL

Bicycle/Pedestrian Data Collection - Screenline Supervisor Form

Date _____ 20____ DAY MONTH YEAR	Count Periods at This Location ① : : AM PM : : AM PM START END ② : : AM PM : : AM PM START END ③ : : AM PM : : AM PM START END	Pages 1 OF 9 PAGE OF TOTAL
Location <u>AzusaCyn/BikePath</u> STREET PATH BETWEEN _____ AND _____		

Show Them Where to Count...

- Mark where the counter should be located with an "X" on the Count Location Schematic below. Then, draw in the counter's screenline.
- Label the street the counter will be counting on, as well as the nearest cross streets, as they will appear from the count location.
- Indicate which way will be "left to right" and "right to left" on the arrows below. Also mark cardinal directions (N, S, E, or W. Note that NW, SE, etc. are not allowed) as they will appear to the counter. If you are not sure which cardinal direction to assign because the street does not run exactly north-south or east-west, please consult any previous counts and be consistent with what has been chosen in the past.

Count Location Schematic



Bikeway Type at This Location

Record the bikeway type present at this location, if any, including sub-options.

- BIKE PATH
 BIKE LANE
 BIKE ROUTE
 BIKE BOULEVARD
 NONE
 COLORED
 PAINTED BUFFER
 PHYSICAL BUFFER
 SHARROWS
 SHARROWS

Additional Variables to Count

Indicate any additional attributes the counter should count using the checkboxes below.

- Bicycle**
 FEMALE
 WRONG WAY RIDING
 SIDEWALK RIDING
 OTHER: No Helmet
 OTHER: _____
- Pedestrian**
 WHEELCHAIR/SPECIAL NEEDS
 SKATEBOARD/SCOOTER/SKATES
 CHILD
 OTHER: _____
 OTHER: _____

Bicycle/Pedestrian Data Collection - Screenline Count Form

Date _____ 20____
DAY MONTH YEAR

Location AzusaCyn/BikePath^{STREET}_{PATH}
BETWEEN _____ AND _____

This Page _____ : ____ AM
FROM TO

Count Period _____ : ____ AM
START END

Pages _____ OF _____
PAGE TOTAL

Rain YES NO

Bicyclists

Count bicyclists when they cross this imaginary line

Make additional marks to count other characteristics

Female _____
TOTAL

Sidewalk Riding _____
TOTAL

Wrong Way Riding _____
TOTAL

Other: No Helmet _____
TOTAL

Other: _____
TOTAL

Pedestrians

Count pedestrians when they cross this imaginary line

Make additional marks to count other characteristics

Wheelchair/Special Needs _____
TOTAL

Skateboard/Scooter/Skates _____
TOTAL

Child _____
TOTAL

Other: _____
TOTAL

Other: _____
TOTAL

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Appendix C

Paper Survey Forms

6 What improvements might make you more interested in walking in Irwindale? Some common types of improvements are listed (check all that apply). Please share any other ideas you have!

- IMPROVE/ADD/WIDEN CROSSWALKS
- ADD MIDBLOCK CROSSWALKS WITH FLASHING WARNING LIGHTS OR PEDESTRIAN SIGNALS
- ADD/IMPROVE SEPARATED PATHS AND TRAILS FOR PEOPLE WALKING AND BICYCLING
- ADD/INCREASE STREET LIGHTING
- ADD/IMPROVE LANDSCAPING
- ENFORCE TRAFFIC RULES
- DECREASE VEHICLE TRAFFIC SPEEDS
- OTHER: _____

7 Do you use the San Gabriel River Trail and/or the Santa Fe Dam Recreation Area for walking?

- YES, I WALK IN THE RECREATION AREA AND/OR ALONG THE RIVER TRAIL
- If you answered yes, how do you typically get to the Recreation Area or River Trail? Check all that apply.
 - WALK
 - BIKE
 - BUS
 - CAR
 - LYFT/UBER/TAXI
 - OTHER: _____
- NO, I DO NOT WALK IN THE RECREATION AREA AND/OR ALONG THE RIVER TRAIL

8 Have you ever used a docked/dockless bike or scooter (such as Metro bike share, LimeBike or Bird)?

- YES
- NO

Would you be interested in using them if they were available in Irwindale?

- YES
- NO

9 Are you interested in attending future meetings/events related to the Irwindale Active Transportation Plan and Design Guidelines ? (Y/N)

- YES (PROVIDE YOUR EMAIL ADDRESS BELOW)
- NO

Please share your name and e-mail address if you'd like to receive updates and notifications!

(Name and Email Address)

**Thank you for helping to
improve walking in Irwindale!**

6 What improvements might make you more interested in bicycling in Irwindale? Some common types of improvements are listed (check all that apply). Please also share any other ideas you have in the space below.

- BIKE PATHS SEPARATED FROM THE STREET
 - ADD NEW BIKE LANES ON THE STREET
 - ADD BUFFERED BIKE LANES/PATHS
 - BIKE PARKING AT YOUR DESTINATION
 - DECREASE VEHICLE TRAFFIC SPEEDS
 - IMPROVED LIGHTING
 - IMPROVE ENFORCEMENT OF TRAFFIC RULES
 - OTHER: _____
- _____
- _____

7 Do you use the San Gabriel River Trail and/or the Santa Fe Dam Recreation Area for bicycling?

- YES, I BIKE IN THE RECREATION AREA AND/OR ALONG THE RIVER TRAIL

If you answered yes, how do you typically get to the Recreation Area or River Trail? Check all that apply.

- BIKE
- BUS
- CAR
- LYFT/UBER/TAXI
- OTHER: _____

- NO, I DO NOT BIKE IN THE RECREATION AREA AND/OR ALONG THE RIVER TRAIL

8 Have you ever used a docked/dockless bike or scooter (such as Metro bike share, LimeBike or Bird)?

- YES NO

Would you be interested in using them if they were available in Irwindale?

- YES NO

9 Are you interested in attending future meetings/events related to the Irwindale Active Transportation Plan and Design Guidelines ? (Y/N)

- YES (PROVIDE YOUR EMAIL ADDRESS BELOW)
- NO

Please share your name and e-mail address if you'd like to receive updates and notifications!

(Name and Email Address)

**Thank you for helping to
improve bicycling in Irwindale!**

To turn in your survey, please refer to the following submittal options:

- **Email** - Take a picture or scan your survey and email the image file(s) to John Larreta (jlarreta@IrwindaleCA.gov).
- **Drop off** - Drop off the survey at the Community Development Department located at 16102 Arrow Highway, Second Floor, Irwindale, CA 91706. Please note the office hours of Monday - Thursday 8a-6p.
- **Mail** - Send the survey addressed to John Larreta, City of Irwindale City Hall, 5050 N. Irwindale Ave, Irwindale, CA 91706.

6 ¿Que mejoramientos lo(a) harian mas interesado(a) en caminar en Irwindale? Alguno de los mejoramientos estan identificados. (Marque las opciones que aplican). ¡Por favor comparta sus ideas!

- Mejorar/añadir/ensanchar cruces peatonales
- Añadir cruces de peatones con luces de advertencia intermitentes o señal peatonal
- Mejorar/añadir caminos separados y senderos para gente caminando o en bicicleta
- Añadir/aumentar iluminación de las vías peatonales
- Mejorar/añadir elementos paisajísticos
- Hacer cumplir las leyes de tráfico
- Disminuir la velocidad de vehículo
- Otro: _____

7 ¿Usa el San Gabriel River Trail y/o el Santa Fe Dam Recreation Area para caminar?

- Sí, yo camino en el area recreativo y/o por el sendero del río
¿Si contestó "sí", como llega a el area recreativo o a el sendero del río? Marque las opciones que aplican.
 - Caminando
 - Bicicleta
 - Autobús
 - Carro
 - Lyft/Uber/Taxi
 - Otro: _____
- No, yo no camino en el area recreativo y/o por el sendero del río

8 ¿Ha usado un sistema de bicicletas compartidas o scooter (como Metro bike share, LimeBike or Bird)?

- Sí No
- ¿Estaría interesado(a) si estuvieran disponible en Irwindale?**
- Sí No

9 ¿Esta interesado(a) en atender juntas y eventos relacionados a el Plan de Transportación Activo y Guía de Diseño de Irwindale ? (Sí/No)

- Sí (por favor escriba su dirección de correo electrónico abajo)
- No

¡Por favor comparte su nombre y dirección de correo electrónico si quisiera recibir actualizaciones y notificaciones!

(Nombre y Correo Electrónico)

¡Gracias por ayudar a mejorar el acceso peatonal en Irwindale!

Para entregar la encuesta, por favor referirse a las siguientes opciones y siga las instrucciones:

- **Correo electrónico** - Tome foto o escanee su encuesta y mande las imagenes a John Larreta (jlarreta@IrwindaleCA.gov).
- **Dejar** - Deje su encuesta en el Departamento de Community Development localizado en: 16102 Arrow Highway, Second Floor, Irwindale, CA 91706. (La oficina esta abierta Lunes-Jueves, entre 8a-6p)
- **Correo** - Mande la encuesta a: John Larreta, City of Irwindale City Hall, 5050 N. Irwindale Ave, Irwindale, CA 91706.



**¡AYUDE A MEJORAR PASEAR EN BICICLETA EN IRWINDALE!
¡Necesitamos sus comentarios!**



1 ¿Reside, trabaja, o/y atiende la escuela en Irwindale? Marque las opciones que aplican.

Vivo Trabajo Voy a la escuela No vivo, trabajo, o voy a la escuela en Irwindale

2 ¿En donde está su residencia, empleo, y/o escuela? Llene las opciones que aplican.

Residencia _____ (Ciudad) _____ (Indique el cruce de calles más cercanas)

Empleo _____ (Ciudad) _____ (Indique el cruce de calles más cercanas)

Escuela _____ (Ciudad) _____ (Indique el cruce de calles más cercanas)

3 ¿Con que frecuencia se pasea en bicicleta en Irwindale? Marque una respuesta que mejor aplica por cada tipo de viaje.

Tipo de Viaje	Varias veces por semana	Una vez por semana	De vez en cuando	Nunca
Caminando a/de mi empleo	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Caminando a/de mi escuela	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Compras/Restaurantes/Mandados	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Social/Recreativo	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Conectando a tránsito	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

4 ¿En general, que tan fácil/difícil se le hace pasearse en bicicleta en Irwindale? Marque una respuesta.

Muy fácil Algo difícil
 Algo fácil Muy difícil
 Neutral

5 ¿Cuales son los impedimentos para paseos en bicicleta en Irwindale mas significantes? Marque las opciones que aplican.

- No hay suficiente carriles de bicicletas
- Demasiado tráfico
- Altas velocidades de tráfico
- Automovilistas no siguen las reglas de la carretera
- Iluminación pobre - *Si hay ubicaciones específicas que quisiera identificar por favor apuntelas aquí:*

Otro: _____

Por favor continua la encuesta atras



6 ¿Que mejoramientos lo(a) harian mas interesado(a) en pasearse en bicicleta en Irwindale? Alguno de los mejoramientos estan identificados. (Marque las opciones que aplican). ¡Por favor comparta sus ideas!

- Carriles de bicicletas separados de calles
 - Añadir nuevos carriles de bicicletas por las calles
 - Añadir líneas de separación en carriles de bicicletas
 - Estacionamiento para bicicletas en mi destino
 - Disminuir la velocidad de vehículo
 - Mejor iluminación
 - Hacer cumplir las leyes de tráfico
 - Otro: _____
- _____
- _____

7 ¿Usa el San Gabriel River Trail y/o el Santa Fe Dam Recreation Area para pasear en bicicleta?

- Sí, yo me paseo en bicicleta en el area recreativo y/o por el sendero del río
¿Si contestó "sí", como llega a el area recreativo o a el sendero del río? Marque las opciones que aplican.
 - Caminando
 - Bicicleta
 - Autobús
 - Carro
 - Lyft/Uber/Taxi
 - Otro: _____
- No, yo no me paseo en bicicleta en el area recreativo y/o por el sendero del río

8 ¿Ha usado un sistema de bicicletas compartidas o scooter (como Metro bike share, LimeBike or Bird)?

- Sí No
- ¿Estaría interesado(a) si estuvieran disponible en Irwindale?**
- Sí No

9 ¿Esta interesado(a) en atender juntas y eventos relacionados a el Plan de Transportación Activo y Guía de Diseño de Irwindale ? (Sí/No)

- Sí (por favor escriba su dirección de correo electrónico abajo)
- No

¡Por favor comparte su nombre y dirección de correo electrónico si quisiera recibir actualizaciones y notificaciones!

(Nombre y Correo Electrónico)

¡Gracias por ayudar a mejorar pasearse en bicicleta en Irwindale!

Para entregar la encuesta, por favor referese a las siguientes opciones y siga las instrucciones:

- **Correo electrónico** - Tome foto o escanee su encuesta y mande las imagenes a John Larreta (jlarreta@IrwindaleCA.gov).
- **Dejar** - Deje su encuesta en el Departamento de Community Development localizado en: 16102 Arrow Highway, Second Floor, Irwindale, CA 91706. (La oficina esta abierta Lunes-Jueves, entre 8a-6p)
- **Correo** - Mande la encuesta a: John Larreta, City of Irwindale City Hall, 5050 N. Irwindale Ave, Irwindale, CA 91706.

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Appendix **D**

Bicycling Survey Summary

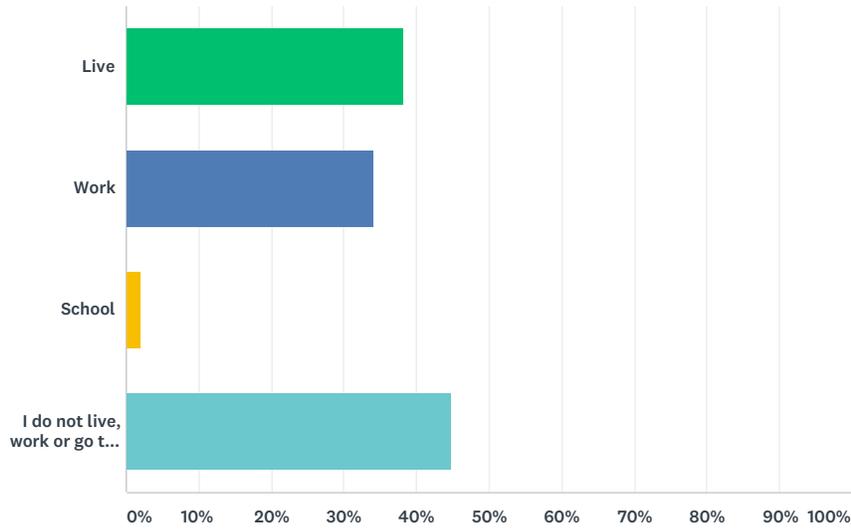
Note: Summaries include English and Spanish responses combined

Bicycling Survey Summary

IRWINDALE ACTIVE TRANSPORTATION PLAN - BICYCLING SURVEY

Q1 Do you live, work, and/or go to school in Irwindale? Check all that apply.

Answered: 47 Skipped: 1



ANSWER CHOICES	RESPONSES	
Live	38.30%	18
Work	34.04%	16
School	2.13%	1
I do not live, work or go to school in Irwindale	44.68%	21
Total Respondents: 47		

IRWINDALE ACTIVE TRANSPORTATION PLAN - BICYCLING SURVEY

Q2 Where is your residence, workplace, and/or school? Please list the city and nearest cross streets.

Answered: 42 Skipped: 6

ANSWER CHOICES	RESPONSES	
Residence	92.86%	39
School (If applicable)	14.29%	6
Work (If applicable)	59.52%	25

#	RESIDENCE	DATE
1	Covina	6/24/2019 12:14 PM
2	Covina	6/24/2019 12:09 PM
3	Irwindale; Irwindale Ave	4/5/2019 10:52 AM
4	La Puente	4/5/2019 10:51 AM
5	Irwindale	4/5/2019 10:42 AM
6	Irwindale; Irwindale Ave/Martinez St.	4/5/2019 10:34 AM
7	Irwindale, Irwindale Ave/Juarez St	3/7/2019 6:42 PM
8	Irwindale, Meridian St.	3/7/2019 6:40 PM
9	Irwindale, Meridian St.	3/7/2019 6:38 PM
10	Irwindale, Cypress	3/7/2019 6:36 PM
11	Irwindale, Arrow Hwy	3/7/2019 6:34 PM
12	Irwindale, Irwindale Ave/Arrow Hwy	3/7/2019 6:33 PM
13	Irwindale, Irwindale Ave/Arrow Hwy	3/7/2019 6:31 PM
14	Rancho Cucamonga	10/18/2018 10:41 AM
15	Baldwin Park	10/15/2018 11:59 AM
16	baldwin park, elton and nubia	10/12/2018 12:17 PM
17	Hope x Fremont Ave, South Pasadena	10/10/2018 10:05 AM
18	LA	9/17/2018 2:36 PM
19	West Covina; Larkalion & Vine	9/17/2018 2:31 PM
20	14123 Dillerdale/Puente	9/17/2018 2:26 PM
21	14126 Ohio St; Ohio Baldwin Park Blvd	9/17/2018 2:24 PM
22	Azusa; 9th & Azusa Veterans	9/17/2018 2:22 PM
23	Azusa; APU/Citrus Station Gold Line	9/17/2018 2:20 PM
24	San Gabriel	9/17/2018 2:15 PM
25	Baldwin Park; Arrow Hwy/Azusa Cyn Rd	9/17/2018 2:14 PM
26	Duarte; Huntington/Highland	9/17/2018 2:11 PM
27	Pasadena; Sierra Madre	9/17/2018 2:07 PM
28	Glendale	9/17/2018 2:02 PM
29	Baldwin Park; Los Angeles/BP Blvd	9/17/2018 1:59 PM

Bicycling Survey Summary

IRWINDALE ACTIVE TRANSPORTATION PLAN - BICYCLING SURVEY

30	La Puente; Francisquito	9/17/2018 1:57 PM
31	Maywood; Slauson	9/17/2018 1:55 PM
32	Baldwin Park; Syracuse/Torch	9/17/2018 1:53 PM
33	Asuza	9/17/2018 1:51 PM
34	Asuza	9/17/2018 1:49 PM
35	El Monte; Mulhall/Pal Mal	9/17/2018 1:46 PM
36	Baldwin Park; Arrow Hwy	9/17/2018 1:44 PM
37	Pasadena; Altadena Dr/Cooley	9/17/2018 1:42 PM
38	Irwindale; Martinez/Tapia	9/17/2018 1:36 PM
39	Los Angeles; 120th	9/17/2018 1:34 PM
#	WORK (IF APPLICABLE)	DATE
1	Irwindale; Irwindale Ave/Calle de Paseo	4/5/2019 10:34 AM
2	5517 Ayon Ave Irwindale Ca 91706	3/11/2019 1:34 PM
3	Irwindale, Irwindale Ave/Juarez St	3/7/2019 6:42 PM
4	Irwindale, Arrow Hwy	3/7/2019 6:38 PM
5	Irwindale, Arrow Hwy/Irwindale Ave	3/7/2019 6:34 PM
6	Irwindale, Irwindale Ave/Arrow Hwy	3/7/2019 6:33 PM
7	Irwindale, Irwindale Ave/Arrow Hwy	3/7/2019 6:31 PM
8	4900 Rivergrade Road, Irwindale, Ca	12/13/2018 5:06 PM
9	Irwindale	10/18/2018 10:41 AM
10	El Monte	10/15/2018 11:59 AM
11	Fremont Ave x Orange St, Alhambra	10/10/2018 10:05 AM
12	LA	9/17/2018 2:36 PM
13	Los Angeles; Santa Fe & 3rd St	9/17/2018 2:31 PM
14	Pasadena; Memorial Park Gold Line Station	9/17/2018 2:20 PM
15	Irwindale	9/17/2018 2:15 PM
16	Pasadena	9/17/2018 2:11 PM
17	El Monte; Santa Anita/Lower Azuza	9/17/2018 2:07 PM
18	Duarte/Irwindale; 1500 Duarte/Huntington	9/17/2018 2:04 PM
19	Glendale	9/17/2018 2:02 PM
20	Retired	9/17/2018 1:59 PM
21	Irwindale; Arrow Hwy	9/17/2018 1:55 PM
22	Los Angeles; Huntington/Alpha	9/17/2018 1:46 PM
23	Baldwin Park; Arrow Hwy	9/17/2018 1:44 PM
24	Irwindale; Irwindale Av/Arrow Hwy	9/17/2018 1:42 PM
25	West Hollywood	9/17/2018 1:34 PM
#	SCHOOL (IF APPLICABLE)	DATE
1	N/A	4/5/2019 10:34 AM
2	LA	9/17/2018 2:36 PM
3	Sci-Arc; Santa Fe & 3rd St	9/17/2018 2:31 PM
4	Geddes School; Main St	9/17/2018 2:24 PM

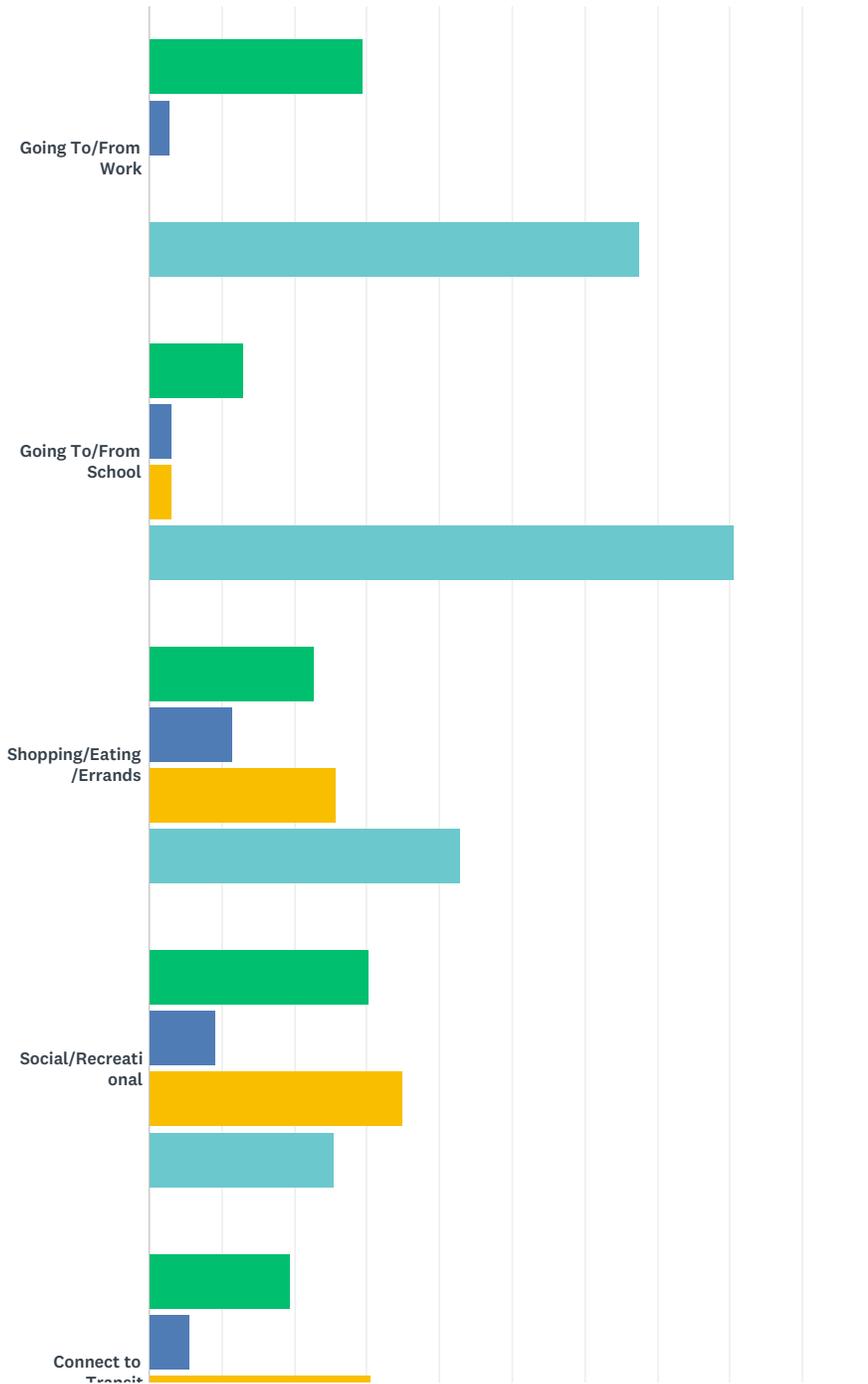
IRWINDALE ACTIVE TRANSPORTATION PLAN - BICYCLING SURVEY

5	Glendale	9/17/2018 2:02 PM
6	Sierra Vista	9/17/2018 1:53 PM

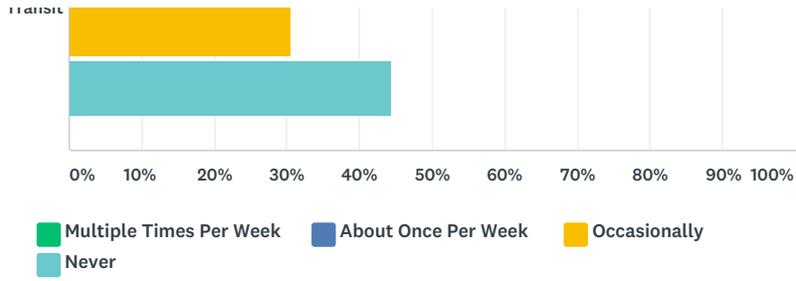
IRWINDALE ACTIVE TRANSPORTATION PLAN - BICYCLING SURVEY

Q3 How frequently do you bike in Irwindale for the following purposes?
Check one response that best applies for each trip type.

Answered: 45 Skipped: 3



IRWINDALE ACTIVE TRANSPORTATION PLAN - BICYCLING SURVEY

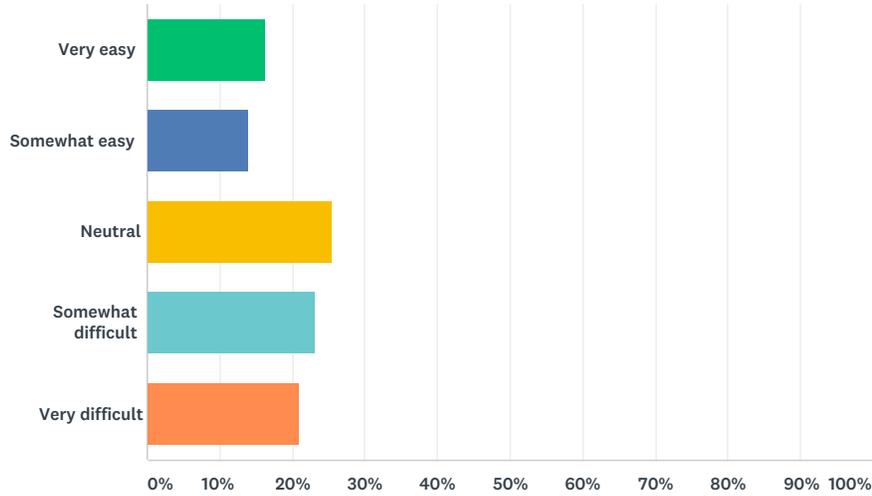


	MULTIPLE TIMES PER WEEK	ABOUT ONCE PER WEEK	OCCASIONALLY	NEVER	TOTAL RESPONDENTS
Going To/From Work	29.41% 10	2.94% 1	0.00% 0	67.65% 23	34
Going To/From School	12.90% 4	3.23% 1	3.23% 1	80.65% 25	31
Shopping/Eating/Errands	22.86% 8	11.43% 4	25.71% 9	42.86% 15	35
Social/Recreational	30.23% 13	9.30% 4	34.88% 15	25.58% 11	43
Connect to Transit	19.44% 7	5.56% 2	30.56% 11	44.44% 16	36

IRWINDALE ACTIVE TRANSPORTATION PLAN - BICYCLING SURVEY

Q4 In general, how easy/difficult do you feel it is to bike in Irwindale?
Check one response.

Answered: 43 Skipped: 5

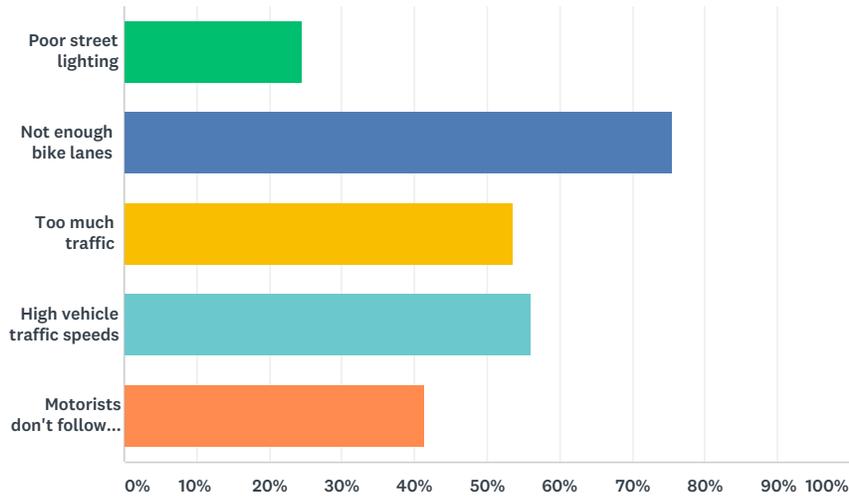


ANSWER CHOICES	RESPONSES	
Very easy	16.28%	7
Somewhat easy	13.95%	6
Neutral	25.58%	11
Somewhat difficult	23.26%	10
Very difficult	20.93%	9
TOTAL		43

IRWINDALE ACTIVE TRANSPORTATION PLAN - BICYCLING SURVEY

Q5 What are the biggest challenges for bicycling in Irwindale? Check all that apply.

Answered: 41 Skipped: 7



ANSWER CHOICES	RESPONSES
Poor street lighting	24.39% 10
Not enough bike lanes	75.61% 31
Too much traffic	53.66% 22
High vehicle traffic speeds	56.10% 23
Motorists don't follow the rules of the road	41.46% 17
Total Respondents: 41	

#	OTHER	DATE
1	No bike lanes. Too much traffic. Not enough police presence during times of heavy traffic hours.	4/5/2019 10:53 AM
2	where it is impossible to ride in the street because of proximity to traffic the sidewalks are in bad repair.	10/12/2018 12:18 PM
3	no bike infrastructure, period	10/11/2018 10:51 PM
4	the streets are full of debris	9/17/2018 2:32 PM
5	when park closes due to max capacity, bicyclist can join up to the bike path and have to travel an extra mile and a half just to join up to the bike path	9/17/2018 1:56 PM
6	cyclist don't follow the rules of the road	9/17/2018 1:51 PM
7	There are places where it's hard to cross a major street. You have to get off the path and get back on once you cross.	9/17/2018 1:47 PM

Bicycling Survey Summary

IRWINDALE ACTIVE TRANSPORTATION PLAN - BICYCLING SURVEY

Q6 Are there specific locations with poor street lighting you'd like to point out? If yes, please list them here.

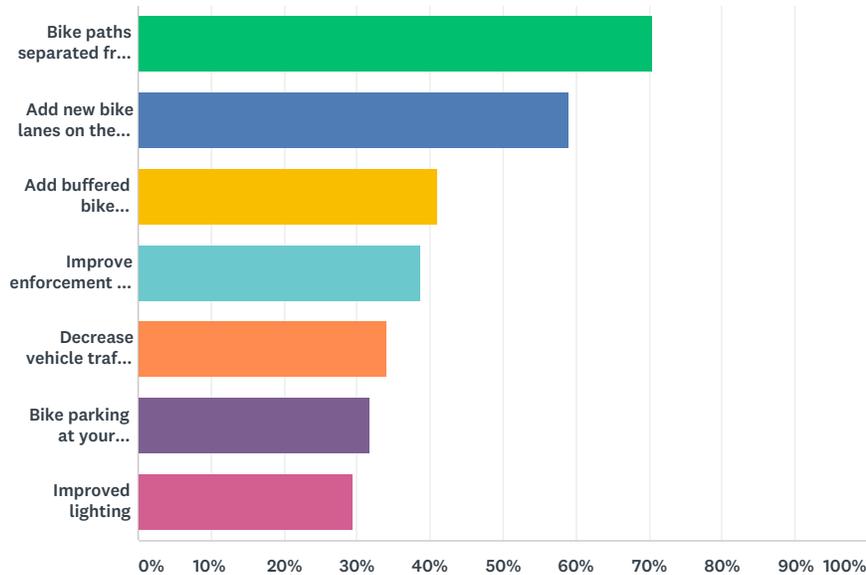
Answered: 2 Skipped: 46

#	RESPONSES	DATE
1	Ramona St	9/17/2018 2:34 PM
2	need well lit bicycle lanes for safe night use	9/17/2018 2:16 PM

IRWINDALE ACTIVE TRANSPORTATION PLAN - BICYCLING SURVEY

Q7 What improvements might make you more interested in bicycling in Irwindale? Some common types of improvements are listed (check all that apply). Please also share any other ideas you have in the space below.

Answered: 44 Skipped: 4



ANSWER CHOICES	RESPONSES
Bike paths separated from the street	70.45% 31
Add new bike lanes on the street	59.09% 26
Add buffered bike lanes/paths	40.91% 18
Improve enforcement of traffic rules	38.64% 17
Decrease vehicle traffic speeds	34.09% 15
Bike parking at your destination	31.82% 14
Improved lighting	29.55% 13
Total Respondents: 44	

#	OTHER (PLEASE SPECIFY)	DATE
1	Improve lighting on Arrow Hwy	3/7/2019 6:39 PM
2	Bike racks - most city facilities don't have bike racks.	3/7/2019 6:35 PM
3	Traffic speeds should decrease on large streets, there was an opportunity to create great connectivity on Live Oak but instead the city create 3 driving lanes instead of wider sidewalks and bike lane. Azusa Cyn Rod, Irwindale and Cypress are great opportunities for improvement.	10/15/2018 12:02 PM
4	sidewalks on busy highways should be wider as an alternative to competing with buses and trucks.	10/12/2018 12:20 PM

Bicycling Survey Summary

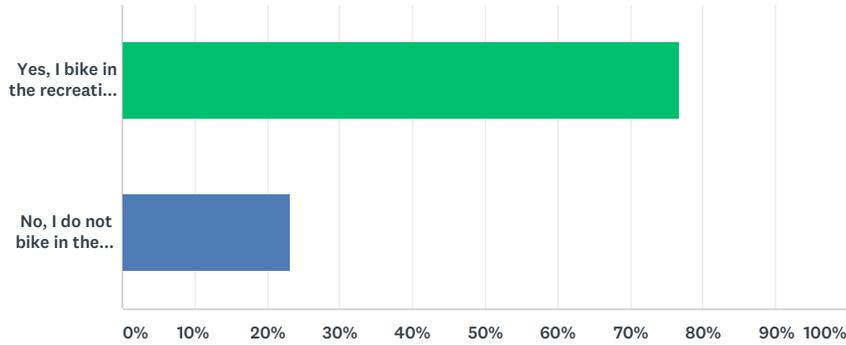
IRWINDALE ACTIVE TRANSPORTATION PLAN - BICYCLING SURVEY

5	Improved cycle recognition at stop lights as required by law	9/17/2018 2:17 PM
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IRWINDALE ACTIVE TRANSPORTATION PLAN - BICYCLING SURVEY

Q8 Do you use the San Gabriel River Trail and/or the Santa Fe Dam Recreation Area for bicycling?

Answered: 43 Skipped: 5



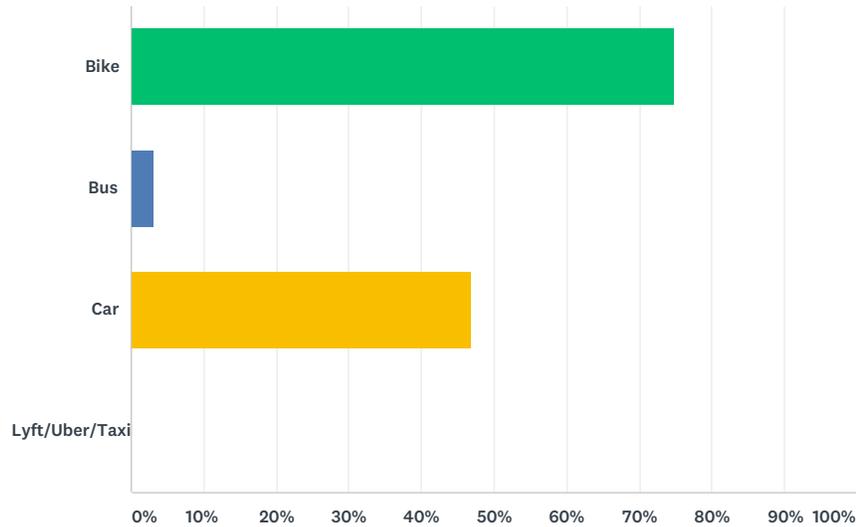
ANSWER CHOICES	RESPONSES	
Yes, I bike in the recreation area and/or along the river trail	76.74%	33
No, I do not bike in the recreation area and/or along the river trail	23.26%	10
TOTAL		43

Bicycling Survey Summary

IRWINDALE ACTIVE TRANSPORTATION PLAN - BICYCLING SURVEY

Q9 How do you typically get to the Recreation Area or River Trail? Check all that apply.

Answered: 32 Skipped: 16



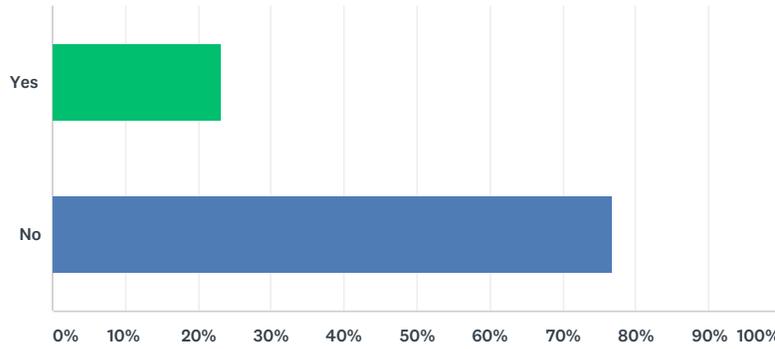
ANSWER CHOICES	RESPONSES
Bike	75.00% 24
Bus	3.13% 1
Car	46.88% 15
Lyft/Uber/Taxi	0.00% 0
Total Respondents: 32	

#	OTHER (PLEASE SPECIFY)	DATE
1	I bike or walk there (1.5 mile distance)	10/15/2018 12:02 PM
2	Gold Line	10/11/2018 10:51 PM
3	Metro	10/10/2018 10:07 AM
4	Gold Line	9/17/2018 2:39 PM

IRWINDALE ACTIVE TRANSPORTATION PLAN - BICYCLING SURVEY

Q10 Have you ever used a docked/dockless bike or scooter (such as Metro bike share, LimeBike or Bird)?

Answered: 43 Skipped: 5

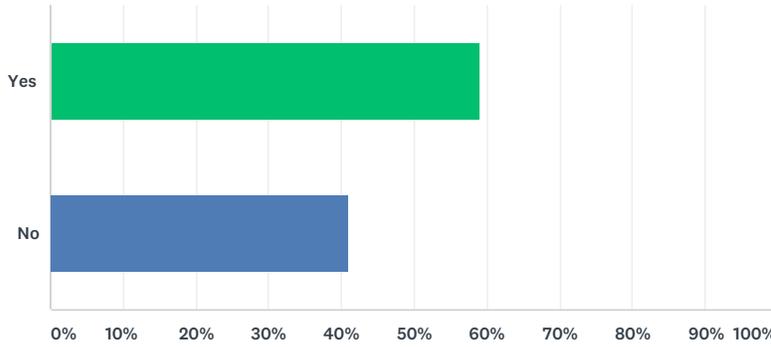


ANSWER CHOICES	RESPONSES	
Yes	23.26%	10
No	76.74%	33
TOTAL		43

IRWINDALE ACTIVE TRANSPORTATION PLAN - BICYCLING SURVEY

Q11 Would you be interested in using a docked/dockless bike or scooter if they were available in Irwindale?

Answered: 44 Skipped: 4



ANSWER CHOICES	RESPONSES	
Yes	59.09%	26
No	40.91%	18
TOTAL		44

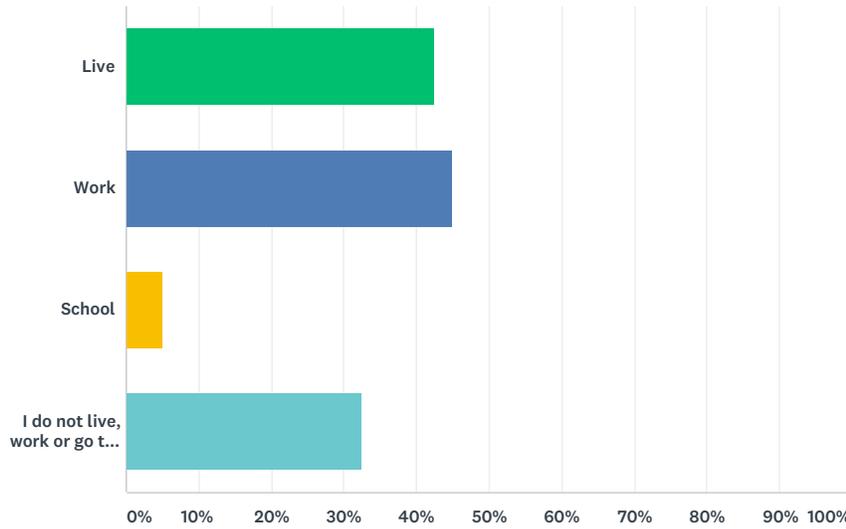
Appendix E

Walking Survey Summary

IRWINDALE ACTIVE TRANSPORTATION PLAN - WALKING SURVEY

Q1 Do you live, work, and/or go to school in Irwindale? Check all that apply.

Answered: 40 Skipped: 0



ANSWER CHOICES	RESPONSES	
Live	42.50%	17
Work	45.00%	18
School	5.00%	2
I do not live, work or go to school in Irwindale	32.50%	13
Total Respondents: 40		

IRWINDALE ACTIVE TRANSPORTATION PLAN - WALKING SURVEY

Q2 Where is your residence, workplace, and/or school? Please list the city and nearest cross streets.

Answered: 35 Skipped: 5

ANSWER CHOICES	RESPONSES	
Residence	88.57%	31
Work (If applicable)	45.71%	16
School (If applicable)	8.57%	3

#	RESIDENCE	DATE
1	Glendora; Nearglen	4/5/2019 10:58 AM
2	Covina; Grand	4/5/2019 10:56 AM
3	West Covina; Azusa Blvd.	4/5/2019 10:55 AM
4	La Puente; Azusa	4/5/2019 10:49 AM
5	Irwindale; Irwindale Ave./Martinez St.	4/5/2019 10:38 AM
6	4822 N. Fircroft Ave Irwindale Ca 91722	3/11/2019 1:31 PM
7	Irwindale, Irwindale Ave/Juarez St	3/7/2019 6:57 PM
8	Irwindale, Meridian St	3/7/2019 6:56 PM
9	Irwindale, Meridian St	3/7/2019 6:54 PM
10	Irwindale, Cypress	3/7/2019 6:53 PM
11	Irwindale, Arrow Hwy	3/7/2019 6:52 PM
12	Irwindale, Arrow Hwy/Irwindale Ave	3/7/2019 6:50 PM
13	Irwindale, Irwindale Ave/Arrow Hwy	3/7/2019 6:49 PM
14	Hidalgo st and irwindale	3/6/2019 1:16 PM
15	Baldwin park	10/15/2018 12:03 PM
16	Hope street x Fremont Ave, South Pasadena	10/10/2018 10:03 AM
17	Cypress/ Irwindale	10/10/2018 9:56 AM
18	Sabre Lane	10/9/2018 8:36 PM
19	Baldwin Park; Stewart/Arrow	9/17/2018 12:23 PM
20	Baldwin Park	9/17/2018 12:20 PM
21	Baldwin Park; Olive St	9/17/2018 12:17 PM
22	Asuza	9/17/2018 12:15 PM
23	Irwindale; Central St/Irwindale Ave	9/17/2018 12:14 PM
24	Covina; Arrow Hwy	9/17/2018 12:12 PM
25	Azusa	9/17/2018 11:56 AM
26	Bell Gardens	9/17/2018 11:55 AM
27	Baldwin Park; Arrow Hwy	9/17/2018 11:53 AM
28	Pasadena; Altadena Dr/Cooley	9/17/2018 11:51 AM
29	Irwindale; Martinez/Tapia St	9/17/2018 11:48 AM

Pedestrian Survey Summary

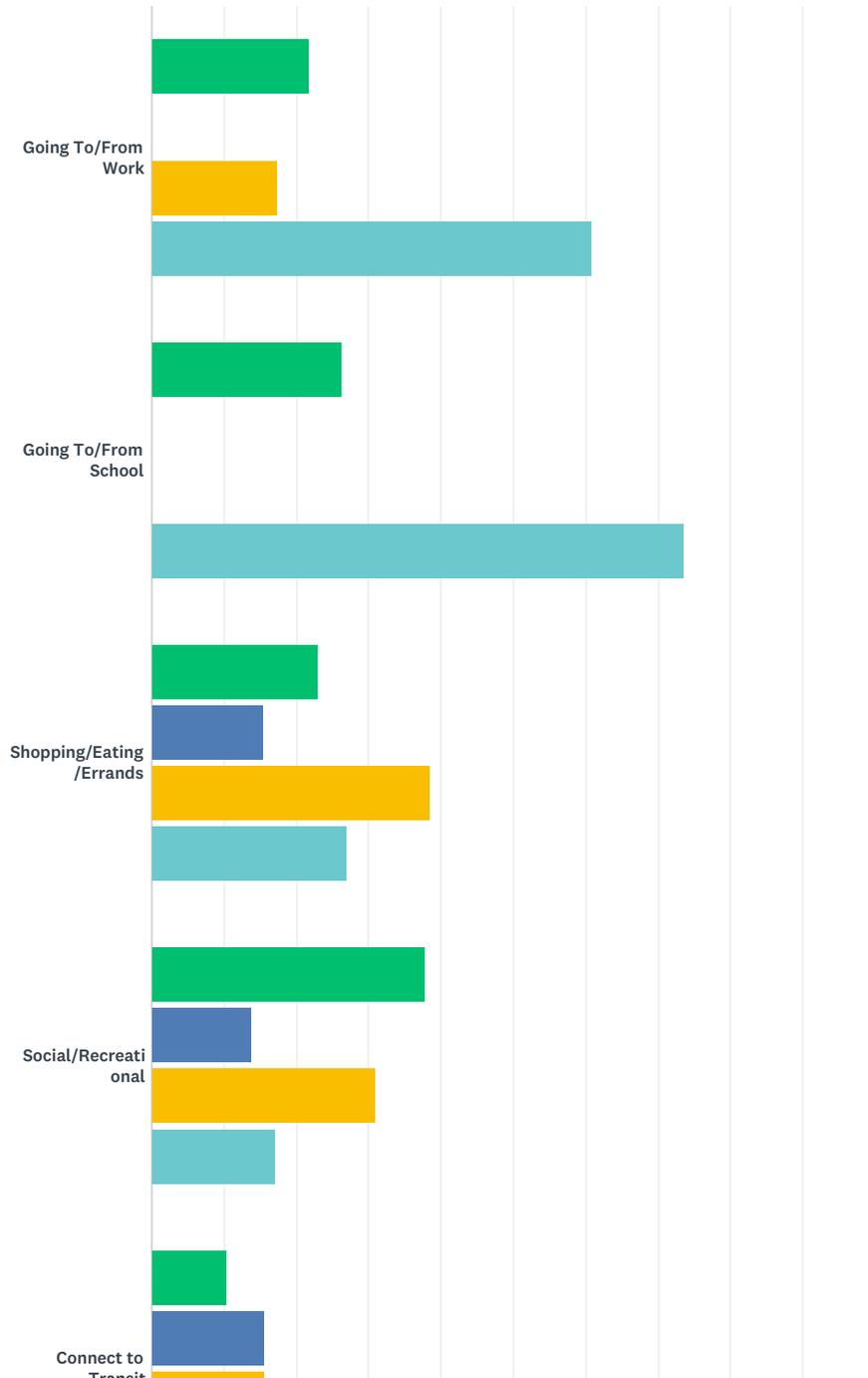
IRWINDALE ACTIVE TRANSPORTATION PLAN - WALKING SURVEY

30	Baldwin Park; Romona & Puente	9/17/2018 11:43 AM
31	La Puente	9/17/2018 11:40 AM
#	WORK (IF APPLICABLE)	DATE
1	Irwindale; Irwindale Ave./Calle de Paseo	4/5/2019 10:38 AM
2	5360 N. Irwindale Ave., Irwindale, Ca. 91706	3/11/2019 1:45 PM
3	Irwindale Ave. & Foot Hills	3/11/2019 1:34 PM
4	2310 E. Central Ave	3/11/2019 1:22 PM
5	Irwindale, Irwindale Ave/Juarez St	3/7/2019 6:57 PM
6	Irwindale, Arrow Hwy/Irwindale Ave	3/7/2019 6:52 PM
7	Irwindale, Arrow Hwy/Irwindale Ave	3/7/2019 6:50 PM
8	Irwindale, Irwindale Ave/Arrow Hwy	3/7/2019 6:49 PM
9	Irwindale, Rivergrade Rd.	12/13/2018 5:06 PM
10	El Monte	10/15/2018 12:03 PM
11	Fremont Ave x Orange St., Alhambra	10/10/2018 10:03 AM
12	Foothill/Irwindale	10/10/2018 9:56 AM
13	Los Angeles	9/17/2018 12:20 PM
14	Baldwin Park; Arrow Hwy	9/17/2018 11:53 AM
15	Irwindale; Irwindale/Arrow Hwy	9/17/2018 11:51 AM
16	Irwindale	9/17/2018 11:40 AM
#	SCHOOL (IF APPLICABLE)	DATE
1	Merwin Elementary	10/10/2018 9:56 AM
2	Cypress st	10/9/2018 8:36 PM
3	Sierra Vista	9/17/2018 11:43 AM

IRWINDALE ACTIVE TRANSPORTATION PLAN - WALKING SURVEY

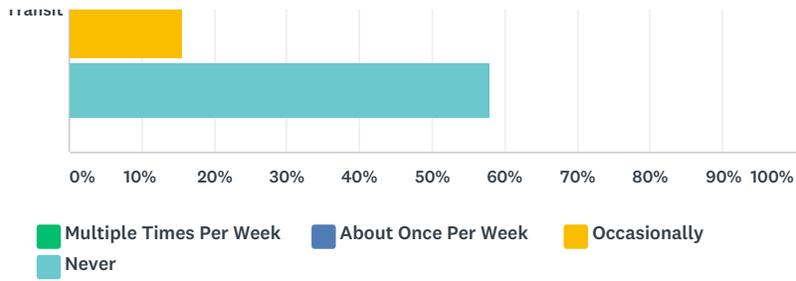
Q3 How frequently do you walk in Irwindale for the following purposes? Check one response that best applies for each trip type.

Answered: 36 Skipped: 4



Pedestrian Survey Summary

IRWINDALE ACTIVE TRANSPORTATION PLAN - WALKING SURVEY

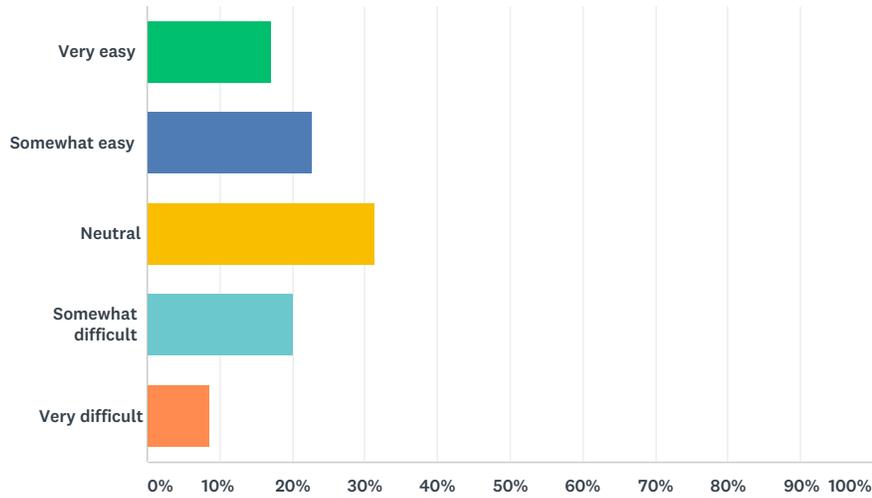


	MULTIPLE TIMES PER WEEK	ABOUT ONCE PER WEEK	OCCASIONALLY	NEVER	TOTAL RESPONDENTS
Going To/From Work	21.74% 5	0.00% 0	17.39% 4	60.87% 14	23
Going To/From School	26.32% 5	0.00% 0	0.00% 0	73.68% 14	19
Shopping/Eating/Errands	23.08% 6	15.38% 4	38.46% 10	26.92% 7	26
Social/Recreational	37.93% 11	13.79% 4	31.03% 9	17.24% 5	29
Connect to Transit	10.53% 2	15.79% 3	15.79% 3	57.89% 11	19

IRWINDALE ACTIVE TRANSPORTATION PLAN - WALKING SURVEY

Q4 In general, how easy/difficult do you feel it is to walk in Irwindale?
Check one response.

Answered: 35 Skipped: 5

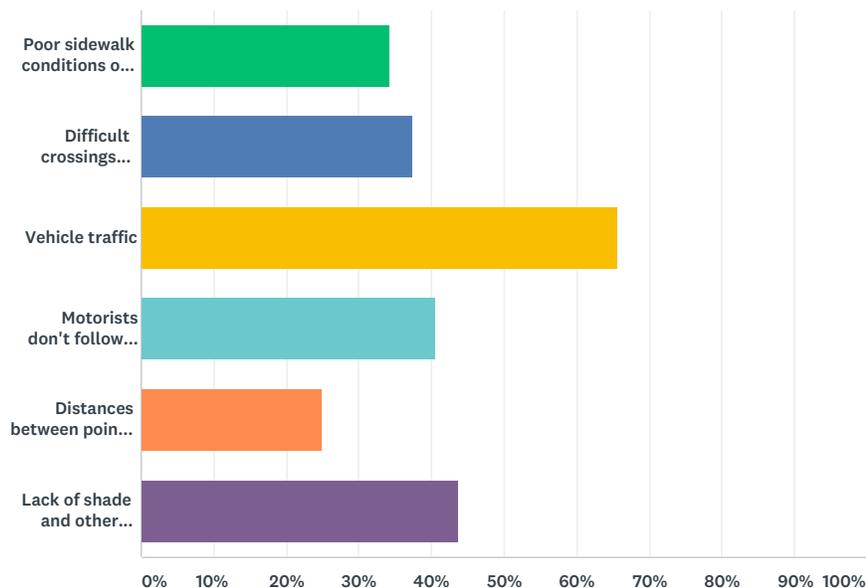


ANSWER CHOICES	RESPONSES	
Very easy	17.14%	6
Somewhat easy	22.86%	8
Neutral	31.43%	11
Somewhat difficult	20.00%	7
Very difficult	8.57%	3
TOTAL		35

IRWINDALE ACTIVE TRANSPORTATION PLAN - WALKING SURVEY

Q5 What are the biggest challenges for walking in Irwindale? Check all that apply.

Answered: 32 Skipped: 8



ANSWER CHOICES	RESPONSES
Poor sidewalk conditions or missing sidewalks	34.38% 11
Difficult crossings and/or lack of crosswalks	37.50% 12
Vehicle traffic	65.63% 21
Motorists don't follow rules of the road	40.63% 13
Distances between points of origin and destinations are too long	25.00% 8
Lack of shade and other pedestrian amenities	43.75% 14
Total Respondents: 32	

#	OTHER	DATE
1	some sidewalks are not even	3/7/2019 6:52 PM
2	Create a walking group along Irwindale so that you can activate space and create a healthy community	10/15/2018 12:08 PM
3	Skateboarders n bkike riding on sidewalks	10/10/2018 9:58 AM
4	Lighting	9/17/2018 12:14 PM

IRWINDALE ACTIVE TRANSPORTATION PLAN - WALKING SURVEY

Q6 Are there specific locations with either poor sidewalks or crossing conditions that you'd like to point out? If yes, please list them here.

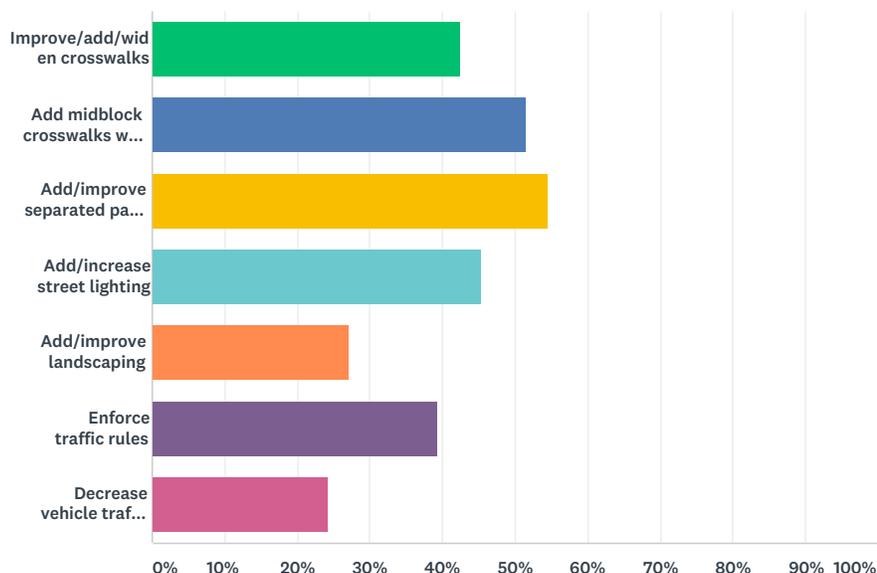
Answered: 9 Skipped: 31

#	RESPONSES	DATE
1	Arrow and Irwindale Ave.	3/11/2019 1:47 PM
2	In front of spectrum and the other business park the trees drop fruit in the ground smells and stains sidewalk also has many cracks from the trees roots	3/6/2019 1:18 PM
3	Rivergrade Rd - no sidewalks	12/13/2018 5:08 PM
4	Cypress and Irwindale is a little scary with high speeds, possible to brighten up intersection with colors, city theme. 210 freeway entrances and Gold Line neighboring streets can improve with more crossing time and signage.	10/15/2018 12:10 PM
5	Nora/Cypress Calle de Norte/ Irwindale	10/10/2018 9:59 AM
6	Crossing Irwindale Ave from Calle Breceda. There's no crosswalk. There should be a stop sign for safety for pedestrians and cars. No walking area from Calle Breceda to Merwin Elementary. A huge amount of residents walk their kuds to that school. It's not kid friendly.	10/9/2018 8:41 PM
7	Behind Arrow Hwy	9/17/2018 12:26 PM
8	lack of light working in the night and tree branches not cut down	9/17/2018 12:18 PM
9	People don't stop	9/17/2018 11:44 AM

IRWINDALE ACTIVE TRANSPORTATION PLAN - WALKING SURVEY

Q7 What improvements might make you more interested in walking in Irwindale? Some common types of improvements are listed (check all that apply). Please also share any other ideas you have in the space below.

Answered: 33 Skipped: 7



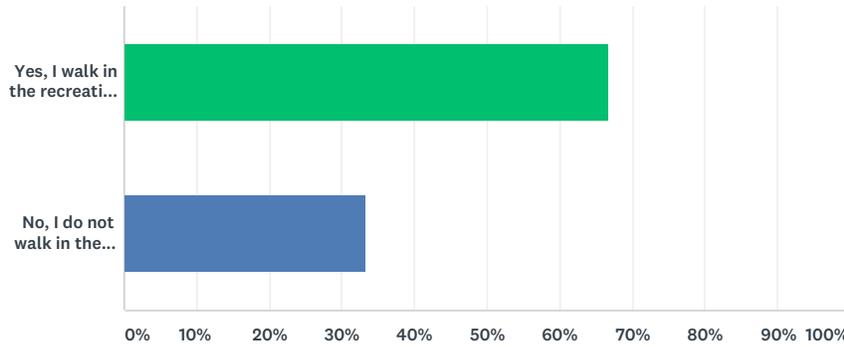
ANSWER CHOICES	RESPONSES
Improve/add/widen crosswalks	42.42% 14
Add midblock crosswalks with flashing warning lights or pedestrian signals	51.52% 17
Add/improve separated paths and trails for people walking and bicycling	54.55% 18
Add/increase street lighting	45.45% 15
Add/improve landscaping	27.27% 9
Enforce traffic rules	39.39% 13
Decrease vehicle traffic speeds	24.24% 8
Total Respondents: 33	

#	OTHER (PLEASE SPECIFY)	DATE
1	N/A	3/11/2019 1:33 PM
2	Street lights take too long	3/7/2019 6:58 PM
3	Speed is a big problem around Residential Area...	10/10/2018 10:01 AM
4	Restroom	9/17/2018 12:18 PM

IRWINDALE ACTIVE TRANSPORTATION PLAN - WALKING SURVEY

Q8 Do you use the San Gabriel River Trail and/or the Santa Fe Dam Recreation Area for walking?

Answered: 33 Skipped: 7



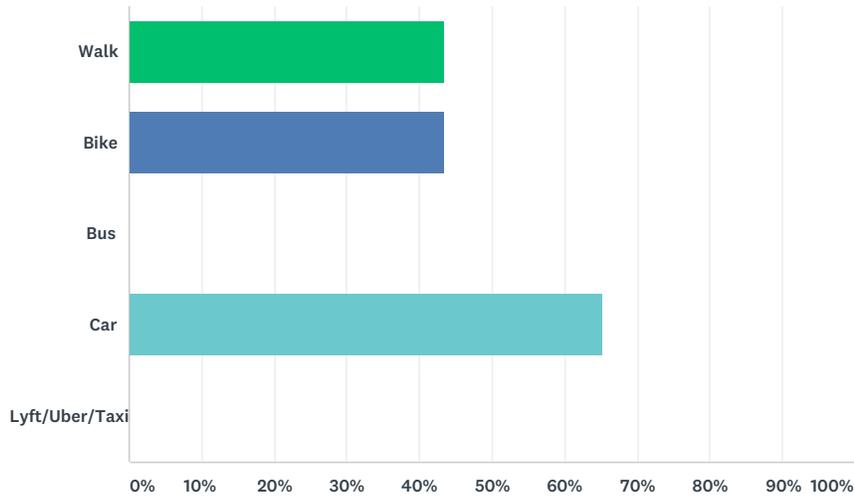
ANSWER CHOICES	RESPONSES	
Yes, I walk in the recreation area and/or along the river trail	66.67%	22
No, I do not walk in the recreation area and/or along the river trail	33.33%	11
TOTAL		33

Pedestrian Survey Summary

IRWINDALE ACTIVE TRANSPORTATION PLAN - WALKING SURVEY

Q9 How do you typically get to the Recreation Area or River Trail? Check all that apply.

Answered: 23 Skipped: 17



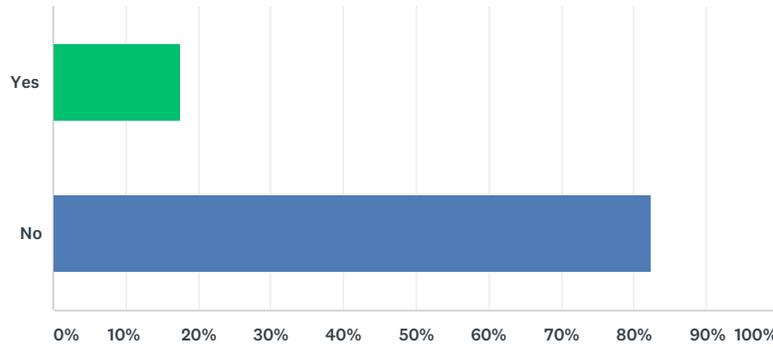
ANSWER CHOICES	RESPONSES	
Walk	43.48%	10
Bike	43.48%	10
Bus	0.00%	0
Car	65.22%	15
Lyft/Uber/Taxi	0.00%	0
Total Respondents: 23		

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

IRWINDALE ACTIVE TRANSPORTATION PLAN - WALKING SURVEY

Q10 Have you ever used a docked/dockless bike or scooter (such as Metro bike share, LimeBike or Bird)?

Answered: 34 Skipped: 6

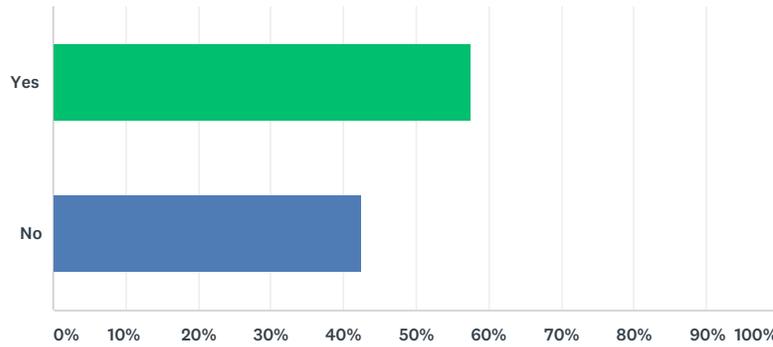


ANSWER CHOICES	RESPONSES	
Yes	17.65%	6
No	82.35%	28
TOTAL		34

IRWINDALE ACTIVE TRANSPORTATION PLAN - WALKING SURVEY

Q11 Would you be interested in using a docked/dockless bike or scooter if they were available in Irwindale?

Answered: 33 Skipped: 7



ANSWER CHOICES	RESPONSES	
Yes	57.58%	19
No	42.42%	14
TOTAL		33

Appendix **F**

Outreach Pop-up Event Summaries



MEMORANDUM

TO City of Irwindale
FROM Michael Nilsson, PlaceWorks
DATE December 13, 2018
SUBJECT **Summary of the Music in the Park Event on August 9, 2018**

The following memorandum summarizes the outcome of the Music in the Park event. It includes the sign-up sheet of community members enrolling for notifications and photos that highlight the booth at the Music in the Park event.

OUTCOME OF EVENT

Overall, the Music in the Park event was successful and well attended by local Irwindale residents and visitors from neighboring cities. The booth had a steady stream of people visiting it through the duration of the event. We estimate that 75 people stopped by the booth, with 15 people signing-up for event and project notifications (see page 5 for sign-up sheet). At the booth, the consultant team created awareness of the Active Transportation Plan and Design Guidelines, the process, the types of potential improvements, and mentioned the development of the survey. The consultant team encouraged the attendees that signed the sign-up sheet to be aware of the survey release to provide feedback. The intention of this event was to introduce the community to the project and encourage participation.

SUMMARY OF COMMENTS RECEIVED AT THE BOOTH

The summary below itemizes some of the comments received at the booth and the booth's activities:

- The consultant team distributed an informational flyer, detailing the plan's goals, elements, and potential opportunities for the community's involvement.
- Event attendees mentioned the potential of Arrow Highway as a principal corridor for bikeway and pedestrian improvements.
- Participants also identified Irwindale Avenue as a corridor with businesses, restaurants, retail, and schools that could be improved with pedestrian and bicycle-friendly infrastructure treatments.

PHOTOS OF THE MUSIC IN THE PARK EVENT AND THE CITY OF IRWINDALE ATP BOOTH

Pages 2-4 of this memorandum show photos highlighting the event.

EVENT SIGN-UP SHEET

Page 5 of this memorandum displays the sign-up sheet.

750 B Street, Suite 1620 | San Diego, California 92101 | 619.299.2700 | PlaceWorks.com





Outreach Summary, August 9, 2018 – Music in the Park Event – Page 3





MEMORANDUM

TO City of Irwindale
FROM Michael Nilsson, PlaceWorks
DATE December 13, 2018
SUBJECT **Summary of the Mi Fiesta Event on September 14, 2018**

The following memorandum summarizes the outcome of the Mi Fiesta event. It includes the sign-up sheet of community members enrolling for notifications and photos that highlight the booth at the event.

OUTCOME OF EVENT

Overall, the event celebrating Mexican Independence Day was successful and well attended by a largely local Irwindale resident population. The booth had a steady stream of people visiting it through the duration of the event. We estimate that 25 people stopped by the booth, with 7 people signing-up for event and project notifications (see page 5 for sign-up sheet). Several surveys were distributed at the event, and some of the participants took both the walking and biking surveys to offer feedback. By the end of the weekend, through September 16th, a total of 24 biking and 13 walking surveys were completed. The survey total includes Pride of the Valley participants, an event that took place 09/16/18.

SUMMARY OF COMMENTS RECEIVED AT THE BOOTH

The summary below itemizes some of the comments received at the booth and via the surveys.

- Participants expressed concern about some of the city's major cross streets and that they are difficult to cross due to traffic volumes.
- One surveyed participant mentioned cyclists sometimes do not follow the rules of the road.
- Multiple residents mentioned well-lighted pedestrian paths and bikeways are needed for night use.
- One event attendee commented the streets are full of debris, creating unappealing conditions for pedestrians.
- Multiple surveys mentioned that motorists do not follow the rules of the road, and that additional enforcement may be needed.

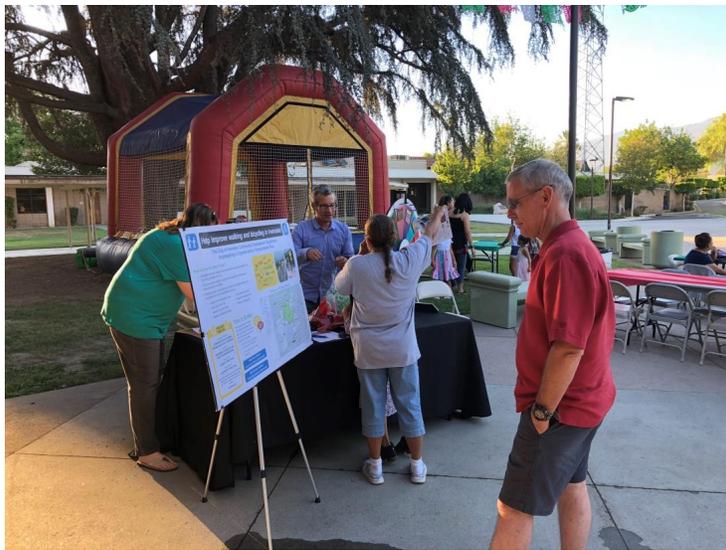
PHOTOS OF THE MI FIESTA EVENT AND THE CITY OF IRWINDALE ATP BOOTH

Pages 2-4 of this memorandum show photos highlighting the event.

EVENT SIGN-UP SHEET

Page 5 of this memorandum displays the sign-up sheet.

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Outreach Summary, September 14, 2018 – Mi Fiesta Event – Page 2







MEMORANDUM

TO City of Irwindale
FROM Michael Nilsson, PlaceWorks
DATE December 13, 2018
SUBJECT **Summary of the Pride of the Valley Event on September 16, 2018**

The following memorandum summarizes the outcome of the Pride of the Valley event. It includes the sign-up sheet of community members enrolling for notifications and photos that highlight the booth at the Pride of the Valley event.

OUTCOME OF EVENT

Overall, the Pride of the Valley (open streets) event was successful and well attended by a regional San Gabriel Valley population, participants included stakeholders from Azusa, El Monte, and Baldwin Park. The booth had a steady stream of people visiting it through the duration of the event. We estimate that over 100 people stopped by the booth, with 40 people signing-up for event and project notifications (see page 5 for sign-up sheet). An additional 13 participants provided contact information and requested to be informed of the project via the surveys. Surveys were distributed at the event, and some of the participants took both the walking and biking surveys to offer feedback. By the end of the weekend, through September 16th, a total of 24 biking and 13 walking surveys were completed. The survey total includes Mi Fiesta participants, an event that took place 09/14/18.

SUMMARY OF COMMENTS RECEIVED AT THE BOOTH

The summary below itemizes some of the comments received at the booth and via the surveys:

- Most surveys filled out at the Pride of the Valley event were from regional stakeholders who reside in cities neighboring Irwindale. Some of the participants reside in other cities but work in Irwindale.
- The top three major concerns expressed were related to vehicular traffic, lack of pedestrian amenities, and lack of bikeways.
- One participant suggested specific pedestrian crossing and signage improvements at the Metro Gold Line Station located in Irwindale.

PHOTOS OF THE MUSIC IN THE PARK EVENT AND THE CITY OF IRWINDALE ATP BOOTH

Pages 2-4 of this memorandum show photos highlighting the event.

EVENT SIGN-UP SHEET

Pages 5-7 of this memorandum display the sign-up sheet.

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Outreach Summary, September 16, 2018 – Pride of the Valley Event – Page 2



Outreach Summary, September 16, 2018 – Pride of the Valley Event – Page 3



Outreach Summary, September 16, 2018 – Pride of the Valley Event – Page 4

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Appendix **G**

Project Flyer

CITY OF IRWINDALE ACTIVE TRANSPORTATION PLAN AND DESIGN GUIDELINES



Help improve walking and bicycling in Irwindale!

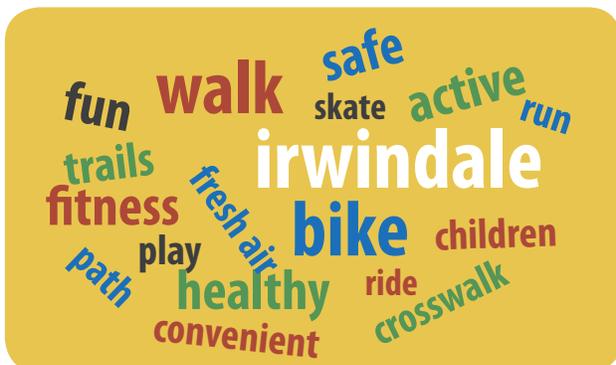


What is the Plan?

The City of Irwindale Community Development Department is preparing a Citywide Active Transportation Plan!

The Plan's main goals are to:

- Establish policy and design recommendations to improve walking and bicycling throughout the City
- Propose specific projects to guide future pedestrian and bicycle improvements in Irwindale
- Enhance safety, convenience and comfort for people walking and bicycling to/from local destinations such as:
 - Santa Fe Dam Recreational Area
 - San Gabriel River Trail
 - Irwindale Gold Line Station
 - Baldwin Park Metrolink Station
 - Local parks and schools
 - Residential neighborhoods
 - Places of employment



Get Involved!

Provide your input on walking and bicycling conditions and give us your ideas for pedestrian and bicycle infrastructure and programs in Irwindale.



- Provide input at interactive community workshops
- Participate in open-house meetings
- Submit feedback and ideas through online surveys

Add your name to our contact list to receive updates and learn about community events related to the Active Transportation Plan!

Please contact John Larreta at the City of Irwindale Community Development Department:
(626) 430-2246 or jarreta@IrwindaleCA.gov

Or sign up for updates on the City's website:
<http://www.irwindaleca.gov>



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Appendix H

Caltrans Active Transportation Plan Checklist

Caltrans Active Transportation Plan Checklist
City of Irwindale Active Transportation Plan & Design Guidelines

CTC ATP REQUIREMENT	EXHIBIT(S) / PAGE AND FIGURE NUMBER
<p>Mode Share: The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan.</p>	<ul style="list-style-type: none"> • Percent of pedestrian/bicycle trips = Page 2-6 • Table 2.1 = Commute Patterns, Mode Share, 2016 ACS 5-year estimates (Page 2-6) • Text on walking/biking survey and results on mode share= Page 2-25, Appendix D-6, D-7, D-13, and D-14 and Appendix E-5, E-6, E-11 and E-12 • Text on pedestrian/bicycle counts and summary of analysis = Page 2-27 to 2-28, Appendix A (Page A-2 to Page A-7)
<p>Description of Land Use/Destinations: A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, major transit hubs, and other destinations. Major transit hubs must include, but are not limited to, rail and transit terminals, and ferry docks and landings.</p>	<ul style="list-style-type: none"> • Description text on existing land use = Page 2-2 • Figure 2.2. = Existing Land Use (Page 2-4) • Figure 2.3 = General Plan Land Use (Page 2-5) • Text and exhibit on Activity Generators = Page 2-11, Figure 2.6 (Page 2-12)
<p>Pedestrian Facilities: A map and description of existing and proposed pedestrian facilities, including those at major transit hubs and those that serve public and private schools.</p>	<ul style="list-style-type: none"> • Description text on existing and proposed pedestrian facilities = Page 2-16, Page 2-17, and Page 2-20 • Maps of existing pedestrian facilities = Figure 2.9 (Crosswalks), and Figure 2.10 (Sidewalks) • Specific policies/actions for pedestrian facilities = Action A.1.1 (Page 3-3), and Action A.4.1 and Action A.4.2 (Page 3-4)
<p>Bicycle Facilities: A map and description of existing and proposed bicycle transportation facilities including those at major transit hubs and those that serve public and private schools.</p>	<ul style="list-style-type: none"> • Description text and exhibit on existing and proposed bicycle facilities = Page 2-13 and Page 2-14, Figure 2.8 (Page 2-15) • Specific policies/actions for bicycle facilities = Action A.1.2 (Page 3-3) • Figure 2.5 = Transit Connectivity (Page 2-9)
<p>Bicycle Parking: A map and description of existing and proposed end-of-trip bicycle parking facilities. Include a description of existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots and in new commercial and residential developments. Also include a map and</p>	<ul style="list-style-type: none"> • Description text on bicycle parking = Page 2-14 • Specific policies/actions for bicycle parking = Policy A.6 (Page 3-5)

<p>description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, bicycle parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.</p>	
<p>Wayfinding: A description of existing and proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.</p>	<ul style="list-style-type: none"> • Description text on existing wayfinding to locate transit = Page 2-16 • Description text on proposed wayfinding = Page 2-20 • Specific policies/actions on wayfinding = Action A.5.1, Action A.5.2 and Action A.5.3 (Page 3-4)
<p>Non-Infrastructure: A description of existing and proposed bicycle and pedestrian education, encouragement, enforcement, and evaluation programs conducted in the area included within the plan. Include efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the law impacting bicycle and pedestrian safety, and the resulting effect on collisions involving bicyclists and pedestrians.</p>	<ul style="list-style-type: none"> • Specific policies/actions for safety education = Policy B.1 and Action B.1.1 to Action B.1.4 (Page 3-5), Policy B.2 and Action B.2.1 to Action B.2.4 (Page 3-5) • Specific policies/actions for enforcement = Policy C.1 and Action C.1.1 and Action C.1.2 (Page 3-6) • Specific policies/actions for evaluation = Action E.1.1 (Page 3-9)
<p>Collision Analysis: The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.</p>	<ul style="list-style-type: none"> • Text and exhibit on bicycle collisions, serious injuries, and fatalities = Page 2-20, Figure 2.11 (Page 2-22) • Figure 2.13 = Bicycle Collisions as a percentage of total collisions (Page 2-24) • Text and exhibit on pedestrian collisions, serious injuries, and fatalities = Page 2-20, Figure 2.12 (Page 2-23) • Figure 2.14 = Pedestrian collisions as a percentage of total collisions (Page 2-24) • Text describing bicycle and pedestrian collision types and locations = Page 2-21 • Text describing goals for collision reduction = Page 2-21
<p>Equity Analysis: Identify census tracts that are considered to be disadvantaged or low-income and identify bicycle and pedestrian needs of those disadvantaged or low-income residents.</p>	<ul style="list-style-type: none"> • Text describing equity analysis = Page 2-7 • Figure 2.4 = CalEnviroScreen Results for the City of Irwindale and Environs (Page 2-7)

<p>Community Engagement: A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.</p>	<ul style="list-style-type: none"> • Summary on community engagement efforts, surveys, and events = Page 2-24 to Page 2-27 • Summary of outreach events = Appendix F (Page F-2, Page F-6, and Page F-10)
<p>Coordination: A description of how the active transportation plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan.</p>	<ul style="list-style-type: none"> • Text describing stakeholder engagement = Page 2-24 • Text describing coordination with local, regional, state and federal policies = Page 2-28 to Page 2-31
<p>Prioritization: A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.</p>	<ul style="list-style-type: none"> • Methodology for goals and policies = Page 3-2 • Criteria for plan and program recommendations = Page 4-2 to Page 4-3 • Exhibit on Timeline = Table 4.1, Project Prioritization (Page 4-3) • Table 4.3 = Phased list of proposed pedestrian/bicycle programs (Page 4-14 to Page 4-16) • Description and exhibits on pedestrian infrastructure improvements = Page 4-3, Figure 4.1, Proposed Pedestrian Improvements (Page 4-4), and Table 4.1, Proposed Pedestrian Facilities (Page 4-4 to 4-10) • Description and exhibits on bicycle infrastructure improvements = Page 4-4, Figure 4.2, Proposed Bicycle Improvements (Page 4-11), and Table 4.2, Proposed Bicycle Facilities (Page 4-12 to 4-13) • Pedestrian Project Matrix = Appendix I (Page 1-3 and Page 1-5) • Bicycle Project Matrix = Appendix J (Page J-3)
<p>Funding: A description of future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated cost, revenue sources and potential grant funding for bicycle and pedestrian uses.</p>	<ul style="list-style-type: none"> • List and description of funding sources = Federal (Page 6-4 to Page 6-6), State (Page 6-7 to Page 6-11), Regional (Page 6-12 to 6-14), and Local (Page 6-15 to Page 6-16) • Specific policies/actions for funding = Policy E.4 and Action E.4.1 (Page 3-10), and Policy E.5 (Page 3-10) • Pedestrian project matrix with cost estimates = Appendix I (Page 1-3 and Page 1-5)

	<ul style="list-style-type: none"> • Bicycle project matrix with cost estimates = Appendix J (Page J-3)
<p>Implementation: A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.</p>	<ul style="list-style-type: none"> • Text describing implementation process and strategies (Page 6-2) • Specific policies/actions for plan implementation = Policy E.6 and Actions E.6.1 to E.6.4 (Page 3-10)
<p>Maintenance: A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, ADA level surfaces, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting.</p>	<ul style="list-style-type: none"> • Specific policies/actions for maintenance = Policy E.1 and Action E.1.1 (Page 3-9)
<p>Resolution: A resolution showing adoption of the plan by the city, county or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.</p>	<p>The Irwindale Active Transportation Plan and Design Guidelines will be adopted by City Council Resolution.</p>

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Appendix I

Pedestrian Project Matrix

Proposed Pedestrian Facilities			PRIORITY CRITERIA							SECONDARY CRITERIA					CRITERIA SCORING	IMPLEMENTATION PHASE			
NEW PROJECT #	Project Location	Description of Improvement	Direct Access to Key Destinations in Irwindale	Implements Recommendations in Adjacent and/or Regional Plans	Improves Safety and Access for All (High Pedestrian Volumes or Collisions)	Incorporates Multi-Modal Infrastructure in Growth Areas	In Pedestrian Priority Area	Total Criteria Satisfied	Criteria Score	Types of Pedestrian Improvements		Project Cost		Project Coordination			Construction Coordination		
										Sidewalk	Crossing	Preliminary Cost Estimate	Project Costs At or Less than \$100k	Coordination with Outside Agencies	Overall Coordination Required	Requires Removal of Vehicular Travel Lanes, ROW/Curb Adjustments, Signalization or Easements Granted			
1	New ped/bike bridge across San Gabriel River Trail (adjacent to Foothill Boulevard)	Add new bike/ped bridge	YES	NO	YES	YES	YES	4 of 5	8 pts.	YES	NO	\$4,000,000	NO	Cities of Duarte and Azusa, Los Angeles County	HIGH	YES	(1) Satisfies PPA Criteria - 0-10 pts. (2) Cost - < \$100k (2 pts), > than \$100k (0 pts) (3) Project Coordination - Low (2 pts), Medium (1pt), High (0 pts) (4) Construction Coordination - No (2 pts), Yes (0 pts)	8 pts.	Phase 3
2	Foothill Boulevard - San Gabriel River Trail Bridge to Irwindale Avenue	Add sidewalk on south side (0.7 miles)	YES	NO	YES	YES	YES	4 of 5	8 pts.	YES	NO	\$350,000	NO	None	MEDIUM	YES		9 pts.	Phase 2
3	Irwindale Avenue at Foothill Boulevard	Restripe crosswalks as continental (north, west and south legs), add continental crosswalk (east leg), median refuge islands (all legs)	YES	YES	YES	YES	YES	5 of 5	10 pts.	NO	YES	\$420,000	NO	None	LOW	YES		12 pts.	Phase 2
4	Foothill Boulevard - Irwindale Avenue to eastern city limits	Add sidewalk on north side (0.2 miles)	NO	NO	YES	YES	YES	2 of 5	6 pts.	YES	NO	\$100,000	YES	City of Azusa	MEDIUM	YES		9 pts.	Phase 2
5	Irwindale Avenue 210 Freeway Overpass	Add sidewalk of west side of roadway, expanding existing bridge (0.1 miles)	YES	NO	YES	YES	YES	4 of 5	8 pts.	YES	NO	\$2,500,000	NO	Caltrans	HIGH	YES		8 pts.	Phase 3
6	Irwindale Avenue from Metro Station	Add stairs up to Irwindale Avenue along west side of existing embankment.	YES	NO	YES	YES	YES	4 of 5	8 pts.	NO	YES	\$5,000	YES	Metro	HIGH	YES		10 pts.	Phase 2
7	Irwindale Avenue at Jardin de Roca/Irwindale Road	Restripe crosswalks as continental (east leg), add continental crosswalk (north, west and south legs)	YES	NO	YES	YES	YES	4 of 5	8 pts.	NO	YES	\$20,000	YES	Metro	MEDIUM	NO		13 pts.	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)	YES	NO	YES	YES	YES	4 of 5	8 pts.	YES	NO	\$50,000	YES	None	LOW	YES		12 pts.	Phase 2
9	Avenida Padilla - Irwindale Avenue to east city limits	Add sidewalks to north and south sides of street (0.4 miles total)	YES	NO	YES	YES	YES	4 of 5	8 pts.	YES	NO	\$200,000	NO	None	LOW	YES		10 pts.	Phase 2
10	Adelante St - Irwindale Ave to east city limits	Add sidewalks to north and south sides of street (0.4 miles total)	YES	NO	YES	YES	YES	3 of 5	8 pts.	YES	NO	\$200,000	NO	None	LOW	YES		10 pts.	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)	YES	NO	YES	YES	YES	4 of 5	8 pts.	YES	NO	\$150,000	NO	Miller Coors	MEDIUM	YES		9 pts.	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)	YES	NO	NO	YES	YES	4 of 5	10 pts.	NO	YES	\$25,000	YES	None	LOW	YES		14 pts.	Phase 1
13	Ayala Avenue from 1st Street	Add sidewalks to west and east sides of street (0.02 miles total)	NO	NO	NO	YES	YES	2 of 5	4 pts.	YES	NO	\$10,000	YES	None	LOW	YES		8 pts.	Phase 3
14	Martin Rd from 1st Street	Add sidewalks to west and east sides of street (0.02 miles total)	NO	NO	NO	YES	YES	2 of 5	4 pts.	YES	NO	\$10,000	YES	None	LOW	YES		8 pts.	Phase 3
15	1st Street - 800' west of Irwindale Avenue to Ayala Avenue	Add sidewalk to south 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)	NO	NO	NO	YES	YES	2 of 5	4 pts.	YES	NO	\$250,000	NO	City of Azusa	MEDIUM	YES		5 pts.	Phase 3
16	Irwindale Avenue at First Street	Restripe crosswalks as continental (slip lane, west, south and east legs); add continental crosswalk (north leg)	YES	YES	YES	YES	YES	5 of 5	10 pts.	NO	YES	\$12,500	YES	None	LOW	NO		16 pts.	Phase 1
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)	NO	NO	NO	YES	YES	2 of 5	4 pts.	YES	NO	\$125,000	NO	None	LOW	YES		6 pts.	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)	YES	YES	YES	YES	YES	5 of 5	10 pts.	NO	YES	\$67,500	YES	None	LOW	YES		14 pts.	Phase 1
19	Ornelas Street (north jog) - Irwindale Avenue to Ayon Avenue	Add sidewalks to south side of street (0.3 miles)	NO	NO	NO	YES	YES	2 of 5	4 pts.	YES	NO	\$150,000	NO	None	LOW	NO		8 pts.	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)	YES	NO	YES	YES	YES	4 of 5	8 pts.	YES	NO	\$400,000	NO	Los Angeles County	MEDIUM	YES		9 pts.	Phase 2
21	3rd Street from Salvatiera Street	Add sidewalks to west and east sides of street (0.02 miles total)	NO	NO	NO	YES	YES	2 of 5	4 pts.	YES	NO	\$10,000	YES	None	LOW	YES		6 pts.	Phase 3
22	2nd Street - Ornelas Street to Salvatiera Street	Add sidewalks to west and east sides of street (0.2 miles total)	NO	NO	NO	YES	YES	2 of 5	4 pts.	YES	NO	\$100,000	YES	None	LOW	YES		8 pts.	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)	NO	NO	NO	YES	YES	2 of 5	4 pts.	YES	NO	\$100,000	YES	None	LOW	YES		8 pts.	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)	NO	NO	NO	YES	YES	2 of 5	4 pts.	YES	NO	\$5,000	YES	None	LOW	YES		8 pts.	Phase 3
25	Irwindale Avenue at Ornelas Street (South Jog)	Add continental crosswalk (west leg)	YES	YES	YES	YES	YES	5 of 5	10 pts.	NO	YES	\$42,500	YES	None	LOW	NO		16 pts.	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)	YES	YES	YES	YES	YES	5 of 5	10 pts.	NO	YES	\$80,000	YES	None	LOW	YES		14 pts.	Phase 1
27	Arrow Highway at Azusa Canyon Road	Add continental crosswalk (west leg), extend medians to create refuge islands (west and east legs)	YES	YES	YES	YES	YES	5 of 5	10 pts.	NO	YES	\$122,500	NO	City of Baldwin Park	MEDIUM	YES		11 pts.	Phase 2

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Proposed Pedestrian Facilities			PRIORITY CRITERIA							SECONDARY CRITERIA					CRITERIA SCORING	IMPLEMENTATION PHASE		
NEW PROJECT #	Project Location	Description of Improvement	Pedestrian Priority Area Qualifications					Types of Pedestrian Improvements		Project Cost		Project Coordination		Construction Coordination				
			Direct Access to Key Destinations in Irwindale	Implements Recommendations in Adjacent and/or Regional Plans	Improves Safety and Access for All (High Pedestrian Volumes or Collisions)	Incorporates Multi-Modal Infrastructure in Growth Areas	In Pedestrian Priority Area	Total Criteria Satisfied	Criteria Score	Sidewalk	Crossing	Preliminary Cost Estimate	Project Costs At or Less than \$100k	Coordination with Outside Agencies	Overall Coordination Required	Requires Removal of Vehicular Travel Lanes, ROW/Curb Adjustments, Signalization or Easements Granted	(1) Satisfies PPA Criteria - 0-10 pts. (2) Cost - < \$100k (2 pts), > than \$100k (0 pts) (3) Project Coordination - Low (2 pts), Medium (1pt), High (0 pts) (4) Construction Coordination - No (2 pts), Yes (0 pts)	Implementation Phase - Phase 1 (13-16 points) - Phase 2 (9-12 points) - Phase 3 (5-8 points)
28	Arrow Highway at 4th Street	Enhance existing: high visibility decorative crosswalks (all legs); extend medians to create refuge islands (east and west legs)	YES	YES	YES	YES	YES	5 of 5	10 pts	NO	YES	\$40,000	YES	None	LOW	YES	14 pts.	Phase 1
29	Irwindale Avenue at Arrow Highway	High-visibility decorative crosswalks; refuge medians (east and north legs only)	YES	YES	YES	YES	YES	5 of 5	10 pts	NO	YES	\$420,000	NO	None	LOW	YES	12 pts.	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	YES	NO	YES	YES	YES	4 of 5	8 pts.	NO	YES	\$45,000	YES	None	LOW	NO	14 pts.	Phase 1
31	Arrow Highway at Morada St.	Enhance existing crosswalk to a continental crossing with median refuge island	YES	NO	YES	YES	YES	4 of 5	8 pts.	NO	YES	\$22,500	YES	None	LOW	YES	12 pts.	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)	NO	NO	YES	YES	YES	3 of 5	6 pts.	YES	NO	\$150,000	NO	None	LOW	NO	10 pts.	Phase 2
33	Irwindale Avenue at Hidalgo Street	Stripe high-visibility decorative crosswalk (west leg)	YES	YES	YES	YES	YES	5 of 5	10 pts	NO	YES	\$2,500	YES	None	LOW	NO	16 pts.	Phase 1
34	Irwindale Avenue at Calle Del Norte	Add high visibility decorative crosswalks (all legs)	YES	YES	YES	YES	YES	5 of 5	10 pts	NO	NO	\$20,000	YES	None	LOW	NO	16 pts.	Phase 1
35	Allen Drive at Calle De Paseo	Add transverse crossing on west leg of intersection	YES	NO	YES	YES	YES	4 of 5	8 pts.	NO	YES	\$1,000	YES	None	LOW	NO	14 pts.	Phase 1
36	Irwindale Avenue at Calle De Paseo	Stripe continental crosswalks (all legs), install curb extensions (SE corner), modify signals to include leading pedestrian interval	YES	YES	YES	YES	YES	5 of 5	10 pts	NO	YES	\$280,000	NO	None	LOW	NO	14 pts.	Phase 1
37	Allen Drive at Progress Lane	Move stop/limit line back on west leg of intersection	YES	NO	NO	YES	YES	3 of 5	6 pts.	NO	YES	\$500	YES	None	LOW	NO	12 pts.	Phase 2
38	Allen Drive at Central Street	Add transverse crossing and move stop/limit line back on west leg of intersection	YES	NO	NO	YES	YES	3 of 5	6 pts.	NO	YES	\$1,000	YES	None	LOW	NO	12 pts.	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)	NO	NO	YES	YES	YES	3 of 5	6 pts.	YES	NO	\$100,000	YES	None	LOW	NO	12 pts.	Phase 2
40	Irwindale Avenue at Central Street	Stripe continental crosswalk (east leg)	YES	YES	YES	YES	YES	5 of 5	10 pts	NO	YES	\$2,500	YES	None	LOW	NO	16 pts.	Phase 1
41	Irwindale Avenue at Peppertree Lane	Stripe continental crosswalk (east leg), install RRFB	YES	YES	YES	YES	YES	5 of 5	10 pts	NO	YES	\$20,000	YES	None	LOW	YES	14 pts.	Phase 1
42	Irwindale Avenue at Martinez Street	Enhance existing crosswalk to be high visibility decorative crosswalks	YES	NO	YES	YES	YES	4 of 5	8 pts	NO	YES	\$2,500	YES	None	LOW	NO	12 pts.	Phase 2
43	Sabre Lane at Martinez Street	Move stop/limit line back on south leg of intersection	NO	NO	NO	YES	YES	2 of 5	4 pts.	NO	YES	\$500	YES	None	LOW	NO	10 pts.	Phase 2
44	Sabre Lane at Calle Breceda	Move stop/limit line back on north leg of intersection	NO	NO	NO	YES	YES	2 of 5	4 pts.	NO	YES	\$500	YES	None	LOW	NO	10 pts.	Phase 2
45	Cypress Street at Fraijo Avenue	Move stop/limit line back on north leg of intersection	NO	NO	NO	YES	YES	2 of 5	4 pts.	NO	YES	\$500	YES	None	LOW	NO	10 pts.	Phase 2
46	Cypress Street at Nora Avenue	Move stop/limit line back on north leg of intersection	NO	NO	NO	YES	YES	2 of 5	4 pts.	NO	YES	\$500	YES	None	LOW	NO	10 pts.	Phase 2

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Appendix J

Bicycle Project Matrix

Proposed Bicycle Facilities				PRIORITY CRITERIA									SECONDARY CRITERIA					CRITERIA SCORING	IMPLEMENTATION PHASE	
Project #	Project Start/End	Facility Description	Length (Miles)	Bicycle Priority Corridor Criteria									Regional ATP Phasing	Project Cost		Project Coordination				Construction Coordination
				Direct Access to Key Destinations in Irwindale	Implements Recommendations in Adjacent and/or Regional Plans	Improves Safety for All (High Volumes and Collisions)	Incorporates Multi-Modal Infrastructure in Growth Areas	Directly Connects to Regional Infrastructure or Local Residential Areas	Directly Connects to Existing or Proposed Bikeways in Adjacent Jurisdictions	Along a Bicycle Priority Corridor	Total Criteria Satisfied	Majority of Criteria Satisfied?	Project Phase in Regional ATP Plan	Preliminary Cost Estimate	Project Cost Less than \$100K	Coordination with Outside Agencies	Overall Coordination Required	Requires Removal of Vehicular Travel Lanes, ROW/Curb Adjustments or Easements Granted		
1	Foothill Boulevard - Starts at San Gabriel River Trail, Ends at Eastern City Limit of City of Irwindale	Class IV Separated Bikeway	0.8	NO	YES	NO	YES	YES	NO	NO	3 out of 7	NO	Long Term Tier 2 Projects	\$200,000	NO	Adjacent Businesses	MEDIUM	YES	(1) Satisfies Majority of BPC Criteria - Y (10 pts) N (5 pts), (2) Cost - < \$100k (2 pts), > than \$100k (0 pts) (3) Project Coordination - Low (2 pts), Medium (1pt), High (0 pts) (4) Construction Coordination - No (2 pts), Yes (0 pts)	Phase 1 (13-16 points) Phase 3 (5-8 points)
2	Irwindale Avenue - Starts at Foothill Boulevard, Ends at 210 Freeway	Class IV Separated Bikeway	0.3	NO	YES	YES	YES	NO	NO	NO	3 out of 7	NO	Long Term Tier 2 Projects	\$60,000	YES	Adjacent Businesses	MEDIUM	YES	8 points	3
3	Irwindale Avenue - Starts at I-210 Freeway, Ends at 1st Street	Class IV Separated Bikeway	0.6	YES	YES	YES	YES	YES	YES	YES	7 out of 7	YES	Long Term Tier 1 Projects	\$130,000	NO	None	LOW	NO	14 points	1
4	1st Street - starts at entrance to MillerCoors, ends at SGV River Path	Class I Shared-Use Path	0.4	YES	NO	N/A	NO	YES	NO	YES	3 out of 7	NO	NOT IN REGIONAL SGV ATP PLAN	\$800,000	NO	MillerCoors	HIGH	YES	5 points	3
5	1st Street - starts west of Peckham Rd to beginning of Class I Shared-Use Path (Project 35)	Class IV Separated Bikeway	0.2	YES	NO	YES	NO	YES	NO	YES	4 out of 7	YES	NOT IN REGIONAL SGV ATP PLAN	\$60,000	YES	None	LOW	YES	14 points	1
6	1st Street from Peckham Rd to Irwindale Ave	Class IV Separated Bikeway	0.2	YES	NO	YES	NO	YES	NO	YES	4 out of 7	YES	NOT IN REGIONAL SGV ATP PLAN	\$60,000	YES	None	LOW	YES	14 points	1
7	Gladstone Street from Irwindale Avenue to Railway Right-of-Way	Class I Shared Use Path	0.2	NO	NO	NO	YES	NO	NO	NO	1 out of 7	NO	NOT IN REGIONAL SGV ATP PLAN	\$400,000	NO	Adjacent Businesses	HIGH	YES	5 points	3
8	Railway and Power line right of ways between Arrow Highway and 1st St	Class I Shared-Use Path	1.2	YES	NO	N/A	NO	YES	NO	NO	2 out of 7	NO	NOT IN REGIONAL SGV ATP PLAN	\$2,100,000	NO	Union Pacific Railroad, LADWP	HIGH	YES	5 points	3
9	Power Line right of way west of Ornelas - Irwindale Ave to proposed Class I (Project #40)	Class I Shared-Use Path	0.4	YES	YES	N/A	NO	YES	NO	NO	3 out of 7	NO	NOT IN REGIONAL SGV ATP PLAN	\$800,000	NO	LADWP	HIGH	YES	5 points	3
10	Santa Fe Dam Access Road - Starts at 450' North of Arrow Highway, Ends at Arrow Highway (Azusa Canyon Road)	Class II Bike Lane	0.1	YES	YES	YES	YES	YES	NO	YES	6 out of 7	YES	Early Action Projects	\$25,000	YES	Los Angeles County	MEDIUM	NO	15 points	1
11	4th Street north of Arrow Highway to Union Pacific Railroad Right-of-Way	Class I Shared Use Path	0.5	NO	NO	NO	YES	NO	NO	NO	1 out of 7	NO	NOT IN REGIONAL SGV ATP PLAN	\$1,000,000	NO	Adjacent Businesses	HIGH	YES	5 points	3
12	Azusa Canyon Road - Starts at Arrow Highway, Ends at Los Angeles Street	Class IV Separated Bikeway	1.0	YES	YES	YES	YES	YES	NO	YES	6 out of 7	YES	Long Term Tier 2 Projects	\$300,000	NO	None	LOW	YES	12 points	2
13	4th St and Tapia St from Arrow Hwy to Irwindale Ave	Class III Neighborhood Greenway	0.3	YES	NO	YES	YES	YES	NO	NO	4 out of 7	YES	NOT IN REGIONAL SGV ATP PLAN	\$35,000	YES	None	LOW	NO	16 points	1
14	Calle Del Norte and Ayon Avenue - Starts at Irwindale Avenue, Ends at Arrow Highway	Neighborhood Greenway	0.3	YES	YES	YES	YES	YES	NO	NO	5 out of 7	YES	Early Action Projects	\$35,000	YES	None	LOW	NO	16 points	1
15	Peppertree Ln and Allen Dr from Irwindale Ave to Arrow Highway	Class III Neighborhood Greenway	0.6	YES	NO	YES	YES	YES	NO	NO	4 out of 7	YES	NOT IN REGIONAL SGV ATP PLAN	\$70,000	YES	None	LOW	NO	16 points	1
16	Irwindale Avenue - Starts at Gladstone Street, Ends at Cypress Street	Class I Shared-Use Path (West Side)	1.3	NO	YES	YES	NO	NO	YES	YES	4 out of 7	YES	Long Term Tier 2 Projects	\$300,000	NO	Los Angeles County, Adjacent Businesses	HIGH	YES	10 points	2
17	Big Dalton Wash - Starts at Irwindale Avenue, Ends at Vincent Avenue	Class I Shared-Use Path	0.5	NO	YES	N/A	YES	YES	YES	NO	4 out of 7	YES	Early Action Projects	Funded	FUNDED (4 pts)	Los Angeles County	MEDIUM	YES	15 points	1
18	Big Dalton Wash - Starts at Los Angeles Street, Ends at Irwindale Avenue	Class I Shared-Use Path	0.7	YES	YES	N/A	YES	YES	YES	NO	5 out of 7	YES	Long Term Tier 1 Projects	\$1,500,000	NO	City of Baldwin Park	MEDIUM	NO	13 points	1
19	Los Angeles Street - Starts at Azusa Canyon Road, Ends at Park Avenue	Class IV Separated Bikeway	0.6	NO	YES	NO	YES	YES	YES	YES	5 out of 7	YES	Early Action Projects	\$150,000	NO	None	LOW	NO	14 points	1
20	Arrow Highway Sidepath - Starts at Irwindale Avenue, Ends at San Gabriel River Path	Class I Shared-Use Path (North Side)	1.6	YES	YES	YES	NO	YES	NO	YES	5 out of 7	YES	Long Term Tier 2 Projects	\$3,100,000	NO	Adjacent Businesses	MEDIUM	YES	11 points	2
21	Rivergrade Road - Starts at Arrow Highway, Ends at Live Oak Avenue	Class II Bike Lane	0.5	NO	YES	NO	YES	YES	NO	NO	3 out of 7	NO	Early Action Projects	\$50,000	YES	None	LOW	NO	11 points	2
22	Commerce Drive - Starts at Rivergrade Road, Ends at Baldwin Park City Limit	Class II Bike Lane	0.1	NO	YES	NO	YES	NO	YES	NO	3 out of 7	NO	Early Action Projects	\$10,000	YES	City of Baldwin Park	MEDIUM	NO	10 points	2
23	Rivergrade Road - Starts at 670' North of Commerce Drive (CHANGE TO START AT LIVE OAK AVENUE), Ends at Brooks Drive	Class II Bike Lane	0.8	NO	YES	NO	YES	YES	NO	NO	3 out of 7	NO	Early Action Projects	\$80,000	YES	None	LOW	YES	9 points	2
24	Live Oak Ave - Starts at Myrtle Ave and ends at Arrow Hwy	Changed from Class II Buffered Bike Lane to Class IV Separated Bikeway	2.6	YES	YES	YES	YES	YES	NO	YES	6 out of 7	YES	Early Action Projects	\$750,000	NO	None	LOW	YES	12 points	2
25	Peck Road - Starts at Sawpit Wash, Ends at 700' South of Sawpit Wash	Class IV Separated Bikeway	0.1	NO	YES	NO	YES	NO	YES	NO	3 out of 7	NO	Long Term Tier 2 Projects	\$30,000	YES	City of Arcadia, City of Monrovia	HIGH	NO	9 points	2
26	Sawpit Wash - Starts at Buena Vista Channel, Ends at 500' South of Live Oak Avenue	Class I Shared-Use Path	0.8	YES	YES	N/A	NO	YES	YES	NO	4 out of 7	YES	Long Term Tier 1 Projects	\$2,700,000	NO	Los Angeles County	MEDIUM	YES	11 points	2
27	Peck Road - Starts at Longden Avenue, Ends at Myrtle Avenue	Class III Neighborhood Greenway	0.2	NO	YES	NO	YES	NO	YES	NO	3 out of 7	NO	Early Action Projects	\$30,000	YES	Los Angeles County	MEDIUM	NO	10 points	2
28	Longden Avenue - Starts at Myrtle Avenue, Ends at Live Oak Avenue	Class II Bike Lane	0.3	NO	YES	NO	YES	NO	YES	NO	3 out of 7	NO	Long Term Tier 2 Projects	\$35,000	YES	None	LOW	NO	11 points	2
29	Longden Avenue - Starts at Peck Road, Ends at Myrtle Avenue	Class II Bike Lane	0.1	NO	YES	NO	YES	NO	YES	NO	3 out of 7	NO	Early Action Projects	\$60,000	YES	Los Angeles County	MEDIUM	NO	10 points	2
30	S California Avenue - Starts at North City Limit of City of Irwindale, Ends at Myrtle Avenue	Class II Bike Lane	0.2	NO	YES	NO	NO	NO	YES	NO	2 out of 7	NO	Long Term Tier 2 Projects	\$25,000	YES	City of Duarte	MEDIUM	NO	10 points	2
31	Myrtle Avenue - Starts at Northern City of Irwindale City Limit, Ends at Live Oak Avenue	Class IV Separated Bikeway	0.3	NO	YES	NO	YES	YES	YES	NO	4 out of 7	YES	Early Action Projects	\$75,000	YES	City of Monrovia, City of El Monte	HIGH	NO	14 points	1
32	Buena Vista Channel - Starts at Sawpit Wash, Ends at San Gabriel River Trail	Class I Shared-Use Path	1.8	YES	YES	N/A	NO	YES	YES	NO	4 out of 7	YES	Long Term Tier 1 Projects	\$3,500,000	NO	Los Angeles County	MEDIUM	YES	11 points	2
33	Meridian Street - Starts at Western City of Irwindale City Limit, Ends at Bateman Avenue	Class III Neighborhood Greenway	0.2	NO	YES	NO	YES	YES	NO	NO	3 out of 7	NO	Early Action Projects	\$25,000	YES	City of Duarte	MEDIUM	NO	10 points	2
34	Bateman Avenue - Starts at Meridian Street, Ends at Buena Vista Avenue	Class II Bike Lane	0.2	NO	YES	NO	YES	YES	NO	NO	3 out of 7	NO	Early Action Projects	\$15,000	YES	None	LOW	NO	11 points	2

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