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**City Council Agenda Packet, December 6, 2021**

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**Annual Christmas Tree Lighting Ceremony at 6:30pm. in front of City Hall prior to the regular City Council meeting.**



**CITY OF LA VERNE**

**CITY COUNCIL AGENDA**

Tim Hepburn, Mayor  
Muir Davis, Mayor Pro Tem  
Robin Carder, Council Member  
Rick Crosby, Council Member  
Wendy M. Lau, Council Member



www.cityoflaverne.org  
(909) 596-8726 - Phone  
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City Hall Council Chamber  
3660 D Street  
La Verne, CA 91750

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**Monday, December 06, 2021 - 6:30 p.m.  
La Verne City Hall - Council Chambers,  
3660 D Street, La Verne, CA 91750**

In compliance with the American Disabilities Act, any person with a disability who requires a modification or accommodation in order to participate in a meeting should contact the City Clerk’s Office at (909) 596-8726 at least 48 hours prior to the meeting. Regular Meetings are held on the 1st and 3rd Monday of every month.

The Council Chambers will be opened to the public at 6:00 p.m. In an effort to keep a safe environment and to minimize the spread of the COVID-19 Virus, the City will be limiting occupancy and requiring masking for all that will be in attendance. To facilitate public participation for those who do not wish to attend in person, the meeting will still be made available virtually to residents. Below are the following opportunities on how to participate:

- 1) View the meeting through the City’s website at [www.cityoflaverne.org](http://www.cityoflaverne.org) and click on the green “Council Meeting Live Stream” button.
- 2) Individuals can email their comments to the Assistant City Clerk at [cityclerk@cityoflaverne.org](mailto:cityclerk@cityoflaverne.org) up to noon on the day of the meeting. Those comments will be shared with City Council in advance of the City Council meeting and included as part of the permanent record. **Please be advised that public comments submitted by emails or any other format to the City are public records that will be made available for public viewing.**
- 3) Individuals who wish to share their comments directly during the meeting may do so by emailing the Assistant City Clerk at [cityclerk@cityoflaverne.org](mailto:cityclerk@cityoflaverne.org) with their phone number and the item(s) they wish to speak on. Requests will be accepted before and throughout the meeting and staff will call you back at the appropriate time. Once items are considered by the City Council, no further public comment on that matter will be accepted. A time limit of 3-minutes is set for all public comments.
- 4) If you wish to participate via Zoom, you will need to register at [https://us02web.zoom.us/webinar/register/WN\\_GKIF7zPwSAOhT2Lb9NX05A](https://us02web.zoom.us/webinar/register/WN_GKIF7zPwSAOhT2Lb9NX05A) before 5:00 p.m. on Monday, December 6, 2021, and please be aware that space is limited. You will have the ability to watch the meeting in real time and raise your hand to request to comment as appropriate on the current agenda item(s). Once it is your turn to speak, you will be brought into the meeting and have the ability to turn your video on when called upon.

1. **CALL TO ORDER**
2. **PLEDGE OF ALLEGIANCE**
3. **ROLL CALL:** Council Member Lau, Council Member Crosby, Council Member Carder, Mayor Pro Tem Davis and Mayor Hepburn.
4. **ANNOUNCEMENTS OF UPCOMING COMMUNITY EVENTS** (Any person who wishes to make a brief announcement of a future community event that is open to the general public may do so at this time)
5. **CONSENT CALENDAR** (All items on the Consent Calendar are considered to be routine and will be enacted by one motion unless a member of the City Council or member of the audience requests separate discussion.)
  - a. **City Council Minutes** of November 15, 2021, ***to be received and file.***
  - b. **Register of Audited Demands** in the amount of \$193,581.28 dated November 18, 2021, and in the amount of \$1,352,444.25, dated November 24, 2021, ***approval recommended by Finance Director Pendleton.***
  - c. **Development Impact Fee Report for the Fiscal Years Ended June 30, 2020 and 2021** - Government Code Section 66006 requires development impact fees collected by the City, the related interest income earned, expenditures paid, and beginning and ending fund balance as of June 30 to be made available to the public on an annual basis. The Development Impact Fee Report is an informational report meeting the State legislative requirements for the Fiscal Years ended June 30, 2020 and 2021.

***Finance Director Pendleton recommends that the City Council receive, file, and make available to the public, the Development Impact Fee Report for the Fiscal Years ended June 30, 2020 and 2021 pursuant to Government Code Section 66006.***
  - d. **Christmas Parade Route Designation** - Consistent with actions in prior years and per the Police Chief's recommendation, the City Council is requested to authorize a "Parade Route" designation throughout the City for the Christmas Morning program.

***Community Services Manager Duran recommends that the City Council designate the streets in the City of La Verne as a parade route on Saturday, December 25, 2021 from 7:00 a.m. until 5:00 p.m. to complete the Christmas Morning program.***

e. **Staff recommends approval and passage of the following Resolutions:**

**Resolution No. 21-90** - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LA VERNE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA AUTHORIZING THE EXECUTION OF AN AGREEMENT WITH A RUNNING LEGACY LLC FOR THE HOLIDAY RUNNING FESTIVAL - *The City Council is requested to consider a street closure for the 2021 Holiday Running Festival. A Running Legacy Inc. has submitted a request to use portions of Puddingstone Drive for the purpose of a running festival on Sunday, December 12, 2021. The request specifically involves the closure of the eastbound lanes of Puddingstone Drive from Van Dusen Road to Fairplex Drive between the hours of 4:00 a.m. and 2:00 p.m. the day of the event. The race is expected to draw up to 1,200 participants. Recent policy has been to prepare individualized agreements for street closure events. Staff has therefore developed a standard agreement outlining the traffic control plan requirements, locations, schedule, estimated fees, applicant's responsibilities, and insurance and indemnification requirements.*

*Community Development Director Scherer recommends that the City Council adopt Resolution No. 21-90, authorizing the City Manager to execute the Agreement with A Running Legacy Inc. permitting the Holiday Running Festival on specified streets.*

f. **Ordinances. Second Reading. approval recommended for the following:**

**ORDINANCE NO. 1107** - AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LA VERNE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA ESTABLISHING FIVE CITY COUNCIL DISTRICTS FOR A BY-DISTRICT ELECTORAL SYSTEM AND CERTAIN RELATED MATTERS - *In July, the City Council initiated the process to implement district elections for Council Members. The process consisted of public hearings and input from the community on recommended map boundaries. National Demographics Corporation (NDC) was engaged to oversee the process which included collecting maps, analysis of submissions, and recommendation on what direction would best serve the City. At their November 15, 2021, meeting, the Council approved by a vote of 3-2 to establish five City Council Districts; selected Map No. 103 (NDC) and introduced and placed on first reading Ordinance No. 1107, establishing five City Council Districts.*

*City Attorney Kress recommends approval of Ordinance No. 1107, establishing five City Council Districts for a by-district electoral system and certain related matters.*

g. **Ordinance ((s) to be introduced, further reading waived and placed on first reading as follows:**

**ORDINANCE NO. 1108** AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LA VERNE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA CHANGING THE DATE OF THE CITY'S GENERAL MUNICIPAL ELECTION FROM THE FIRST TUESDAY AFTER THE FIRST MONDAY OF MARCH IN EVEN-NUMBERED YEARS TO THE DATE OF THE STATEWIDE PRIMARY IN ELECTION YEARS. -*Due to the State changing the statewide primary to March in presidential primary years, but retaining the June date for non-presidential primary years, the City must conform its General Municipal Election date to the State dates. This is required by the California Voter Participation Rights Act. The next La Verne General Municipal Election will be held on June 7, 2022.*

*City Attorney Kress recommends that the City Council waive further reading of Ordinance 1108, which will designate La Verne General Municipal Election dates to coincide with the statewide primary election and place Ordinance No. 1108 on first reading.*

6. **OTHER MATTERS**

- a. **Active Transportation Plan** - The Active Transportation Plan establishes the City's vision and comprehensive approach to improving walking, biking, and rolling in La Verne. The Plan strives to improve facilities, such as sidewalks and bike lanes to enhance access to and experiences of active transportation and provide more opportunities for local, recreational movement, inclusive of any age or ability. Staff, Planning Commission, and the Active Transportation Committee recommend that the City Council approve the proposed Active Transportation Plan.

**STAFF RECOMMENDATION**

The City Council should adopt Resolution Number 21- 91, approving the Active Transportation Plan, as follows:

**Resolution No. 21-91-** A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LA VERNE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, ADOPTING THE ACTIVE TRANSPORTATION PLAN.

- b. **Mayor Hepburn has expressed concerns on the City's practice of providing gifts to employees at the time of their retirement.** As such, he has requested the matter be brought before the City Council for discussion.

7. **PUBLIC COMMENTS/ORAL COMMUNICATIONS** - This is the time set aside for anyone wishing to address the City Council on items not listed in any other place on the agenda. Under the provisions of the Brown Act, the legislative body is prohibited from talking or engaging in discussion on any item not appearing on the posted agenda. However, your concerns may be referred to staff or set for discussion at a later date. Please email your public comment to the Assistant City Clerk at [cityclerk@cityoflaverne.org](mailto:cityclerk@cityoflaverne.org). Your public comment will be shared with the City Council and included as part of the permanent record. If you wish to speak, email your phone number and staff will call you back. There is a 3-minute time limit on public comments.

8. **COUNCIL COMMENTS AND CONFERENCE/MEETING REPORTS** - Each Council Member may address the Council and public on matters of general information and/or concern. This is also the time for Council Members to report on conferences and/or meetings they have attended.

9. **CLOSED SESSION**

**The City Council will convene in a Closed Session, pursuant to Government Code section 54957.6 for the following purpose:**

**CONFERENCE WITH LABOR NEGOTIATOR - Government Code §54957.6**

Agency Negotiators: City Manager and City Attorney

Unrepresented employee: Police Chief Designee

10. **ADJOURNMENT in memory of Catherine Fuggitt**, who died on October 15, 2021 at the age of 98. She was a long-time La Verne resident and contributed nearly 50 years as a community activist. In 1945, she volunteered in relief and education efforts for Japanese children and families and helped restructure Japanese school systems. Her work in Japan marked the beginning of her tendency to expand awareness and tolerance to choose diverse people to learn and love. Catherine and her husband Jay were the co-founders of La Verne's Friends of the Library. They persuaded La Verne citizens and Los Angeles County Supervisors to support a library for La Verne, and raised \$50,000 to help build it. Catherine also was active in the La Verne Senior and Community Center, 210 Freeway Extension, La Verne Fire and Paramedic Program, and the development of Edwards Theatre. Catherine and her husband Jay were the first recipients of the Pride of La Verne Award in 1993 and both received the Los Angeles County Library System Citizen of the Year Award. Catherine's legacy lives on in the hearts of all who knew her. Former Councilmember Tom Harvey was quoted saying that Catherine was "one of the hearts of La Verne". Catherine is survived by a large extended family including numerous "chosen" children.

and

**In memory of Delia Heredia** a long-time La Verne resident and downtown La Verne business owner who died on November 14, 2021. Delia was born in Culiacan Sinaloa, Mexico to a large family. She was the lucky number seven of 11 children. At the age of 16, she left her hometown and worked as a teller in Tijuana, Mexico to pay for cosmetology school. She immigrated to the United States in 1989 and earned her cosmetology license. She worked in different salons in Ontario and Pomona until she opened her own business in La Verne, Delia's Barbershop in 1999. She felt very fortunate to have found a nice store in a nice town. On top of running a business and being a single parent, Delia participated in her community church's activities, participated in local events like the La Verne Wine Walk and she was secretary and treasurer of the Old Town La Verne Business Improvement District Advisory Board. Delia also traveled to people's homes that were not able to leave their home due to disabilities to give them a haircut. Delia valued family, hard work, education, and perseverance. Everyone she met stated that her smile truly brightened everyone around her and she always had kind words. She is survived by three daughters and her granddaughter.

11. **Adjournment - The City Council will adjourn to Monday, December 20, 2021, at 6:00 p.m. for a Police Badge Pinning Ceremony. Following the Police Badge Pinning Ceremony, Council will recess to the regular City Council meeting at 6:30 p.m.**

**The Next regular meeting of the La Verne City Council scheduled for Monday, January 3, 2022, is cancelled.**

**The Next regular meeting of the La Verne City Council is scheduled for Tuesday, January 18, 2022 at 6:30 p.m.**



**ADVISORY STAFF**

- \_\_\_ Robert Russi, City Manager
- \_\_\_ JR Ranells, Assistant to the City Manager
- \_\_\_ Robert Kress, City Attorney
- \_\_\_ Lupe Gaeta Estrella, Assistant City Clerk
- \_\_\_ Shawn Igoe, Public Works Director
- \_\_\_ Eric Scherer, Director of Community Development
- \_\_\_ Marla Pendleton, Finance Director
- \_\_\_ Nick Paz, Police Chief
- \_\_\_ Christopher Nigg, Fire Chief
- \_\_\_ Yvonne Duran, Community Services Manager
- \_\_\_ Cody Howing, City Engineer

**Posting Statement:** On November 30, 2021, a true and correct copy of this Agenda was posted on the bulletin board at La Verne City Hall, 3660 D Street, La Verne, and on the City's website at [cityoflaverne.org](http://cityoflaverne.org).

**MINUTES OF A REGULAR MEETING  
OF THE CITY COUNCIL OF THE CITY OF  
LA VERNE**

Monday, November 15, 2021

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1. The City Council Meeting was opened to the public. In an effort to keep a safe environment and to minimize the spread of the COVID-19 Virus, the City limited occupancy and required masking for those in attendance. To facilitate public participation for those who did not wish to attend in person, the meeting was made available virtually.
  2. A regular meeting of the La Verne City Council was called to order by Mayor Hepburn at 6:30 p.m.
  3. Council Members present: Mayor Tim Hepburn  
Mayor Pro Tem Muir Davis  
Council Member Robin Carder  
Council Member Wendy Lau  
Council Member Rick Crosby  
  
Absent: None.  
  
Advisory personnel present: City Manager Robert Russi  
Assistant to the City Manager JR Ranells  
City Attorney Robert L. Kress  
Assistant City Clerk Lupe Gaeta Estrella  
Fire Chief Christopher Nigg
  4. Pledge of Allegiance was led by Council Member Carder.
  5. Los Angeles County Assessor Presentation - Los Angeles County Assessor Jeff Prang reported on programs available through his Office, including tax-savings opportunities for home and business owners, and explained how Proposition 19 impacts property transfers between families along with a slide presentation.
  6. Presentation of Proclamation Declaring November, 2021 as "Native American Heritage Month" Mayor Hepburn, on behalf on the City Council, presented a Proclamation declaring November, 2021 as "Native American Heritage Month" to Gilbert Ivey, a member of the Cultural Awareness and Social Inclusion Committee (CASI).
  7. Announcements of Upcoming Community Events There was none.
  8. Consent Calendar It was moved by Davis, seconded by Crosby, and unanimously carried by roll call to accept, approve, or act on the Consent Calendar items, except for the following: Resolution No. 21-89, approving a class specification and salary for ambulance operators as well as authorizing requested position changes as part of the Fire Department Deployment plan was pulled by Council Member Carder.
- City Council Minutes **City Council Minutes** of the Adjourned and Regular meetings of November 1, 2021, ***received and filed.***



Register of Audited Demands **Register of Audited Demands** in the amount of \$1,052,313.39 dated October 27, 2021, in the amount of \$796,489.36, dated November 4, 2021, and in the amount of \$2,110,217.27, dated November 10, 2021, **approved as recommended by Finance Director Pendleton.**

**Staff recommended approval and passage of the following Resolutions:**

Resolution No. 21-88,  
Authorizing Execution of a  
Public Works Contract with  
Onyx Paving Company for the  
Pavement Rehabilitation  
Project

**Resolution No. 21-88** - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LA VERNE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AUTHORIZING EXECUTION OF A PUBLIC WORKS CONTRACT WITH ONYX PAVING COMPANY, INC. FOR THE 2021-2022 PAVEMENT REHABILITATION. - The Public Works Department recently solicited bids for street maintenance for the 2021-2022 Pavement Rehabilitation Program. The project was advertised on September 24 and October 1, 2021 with bid proposals received and opened via our new electronic platform "PlanetBids" on October 19, 2021. This project is categorically exempt from the California Environmental Quality Act, Section 15301 - Existing Facilities, and City of La Verne environmental guidelines.

Public Works Director Igoe recommended that the City Council approve Resolution No. 21-88, awarding a Public Works contract to Onyx Paving Company, Inc. the lowest, most responsible bidder, in the amount of \$654,000.00. **Approved.**

Pulled from the Consent  
Calendar by Council Member  
Crosby

Council Member Crosby stated he asked for this item to be pulled because he wished to highlight the importance of the Fire Department deployment plan that was recommended by Fire Chief Nigg at the last City Council meeting.

City Manager Russi reported on the Fire Chief's Fire deployment Plan. He stated that the City Council at the last City Council meeting gave direction to staff to bring back the necessary actions to implement the recommendations that were outlined in his report.

Mayor Hepburn called for public comment on this matter.

There were numerous public comments at the meeting and via the webinar. (To hear what was said during public comment, please visit the City's website to view the archived Council meeting.)

The City Council agreed that it was a good plan and a positive step forward for the Fire Department and the community. They thanked Fire Chief Nigg for his operational assessment and recommendations for the Fire Department as outlined in his report and presentation at the last City Council meeting.

It was moved by Davis, seconded by Carder, and unanimously carried to approve Resolution No, 21-89

Resolution No. 21-89,  
Approving a Class Specification  
for Ambulance Operator and  
Requested Position Changes  
as part of La Verne Fire  
Department Deployment Plan

**Resolution No. 21-89** - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LA VERNE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, APPROVING A CLASS SPECIFICATION AND SALARY FOR AMBULANCE OPERATOR AS WELL AS AUTHORIZING REQUESTED POSITION CHANGES - On November 8, Fire Chief Chris Nigg provided the City Council with a report on his initial operational assessment and recommendation for the Fire Department. After that presentation the City Council gave direction to bring back the necessary actions to implement the recommendations that were outlined in that presentation. This report satisfies that request. **Approved.**

Ordinance No. 1105,  
Repealing La Verne Municipal  
Code Section 2.04.020  
Regarding Residence and  
Eligibility Requirements for City  
Manager

**Ordinance No. 1105** - AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LA VERNE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, REPEALING LA VERNE MUNICIPAL CODE SECTION 2.04.020 REGARDING RESIDENCE AND ELIGIBILITY REQUIREMENTS FOR CITY MANAGER. The City Council became aware of a provision in the City's Municipal Code regarding a residency requirement for the City Manager and based on that requirement, the City's current City Manager was out of compliance. After completing a comprehensive review of information on other area municipalities and contemplating what would best serve the City going forward, the City Council directed staff to prepare an ordinance repealing the residency requirement code section as well as rescinding the Notice for the City Manager to comply. On November 1, 2021, further reading was waived and Ordinance No. 1105 was placed on first reading. **Approved.**

Assistant to the City Manager Ranells recommended that the City Council adopt Ordinance No. 1105, repealing Municipal Code Section 2.04.020 regarding Residence and Eligibility requirements for City Manager. **Approved.**

Districting Public Hearing  
Selecting Redistricting Map

City Manager Russi reported on the Districting Public Hearing and the selecting of the Redistricting Map. He stated that in July, the City Council initiated the process to establish district elections for council members. The process has consisted of public hearings and input from the community on recommended map boundaries. National Demographics Corporation (NDC) was engaged to oversee the process which included collecting maps, analysis of submissions, and recommendation on what direction would best serve the City. Tonight's public hearing will be to receive NDC report on the additional maps that have been submitted since the November 1 public hearing.

Doug Johnson, Consultant National Demographics Corporation (NDC) reported on the vetting process, legal requirements for districting and presented the draft maps with a slide presentation. He recommended that following the completion of the presentation and public hearing, the City Council should select either a 4 or a 5 City Council Districts, select a redistricting map, adopt an Ordinance that is immediately effective pursuant to Government Code Section 36937 for the chosen district and redistricting map; and introduce and waive further reading in full of a second Ordinance adopting the same.

Mayor Hepburn opened the public hearing and called for public comments on this matter.

There were numerous public comments at the meeting and via the webinar. (To hear what was said during public comment, please visit the City's website to view the archived Council meeting.)

Seven public comment emails received and are attached.

After discussion among the City Council on their preference for a 4 City Council Districts with an elected Mayor or a 5 City Council Districts with rotation of Mayor among the City Council , the City Council took the following actions:

It was moved by Davis, seconded by Lau and unanimously carried that districting was necessary and that the City Council should select a 4 or 5 City Council Districts and a redistricting map.

It was moved by Carder, seconded by Davis, and carried by a vote of 3-2, (Hepburn and Crosby voted No) to approve a five City Council District for a by-District Electoral System; and

It was moved by Davis, seconded by Carder, and carried by a vote of 4-1 (Hepburn voted No) to select Redistricting Map No. 103, (NDC).

It was moved by Davis, seconded by Carder, and carried by a vote of 4-1 (Hepburn voted No) to waive further reading and adopt Ordinance No. 1106, establishing a 5 City Council Districts. This Ordinance is effective immediately.

**ORDINANCE NO. 1106** - AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LA VERNE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA ESTABLISHING FIVE CITY COUNCIL DISTRICTS FOR A BY-DISTRICT ELECTORAL SYSTEM AND CERTAIN RELATED MATTERS. ***Approved and effective immediately.***

It was moved by Davis, seconded by Carder and carried by a vote of 4-1 (Hepburn voted No) to waive further reading of Ordinance No. 1107, establishing a five City Council Districts and to place on first reading.

**ORDINANCE NO. 1107** - AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LA VERNE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA ESTABLISHING FIVE CITY COUNCIL DISTRICTS FOR A BY-DISTRICT ELECTORAL SYSTEM AND CERTAIN RELATED MATTERS. ***Approved and placed on first reading.***

10. Public Comment

This was the time set aside for anyone wishing to address the City Council on items not listed in any other place on the agenda.

Mayor Hepburn called for public comment.

There were several public comments (To hear what was said during public comment, please visit the City's website to view the archived Council meeting.)

City Manager responded to questions asked during public comment.

11. Council Comments

Council Member Carder reported on the City's Veterans Day Event and that two La Verne Eagle Scouts Dallas Lopez and M. Perez were selected to participate in the Rose Parade. In addition, she reported she attended the Bonita High School Job Fair. She wished everyone a wonderful, happy Thanksgiving and to be kind to each other.

Council Member Crosby reported on the City's Veterans Day Ceremony and thanked former City Council Member Dan Harden for his participation in the ceremony. He also thanked Community Services Manager Yvonne Duran and staff for the great job in setting up the event. He thanked all the veterans and stated that they were very much appreciated. He reported on the upcoming City's Christmas Tree Lighting Ceremony on December 6, 2021. He thanked Assistant to the City Manager Ranells for the great job in managing the webinar.

Council Member Lau stated that unfortunately she was not able to attend the City's Veterans Day Event but she heard it was a great event. She thanked City staff and residents for their participation on that day. She thanked all the Veterans and stated that she was grateful for their service. She wished everyone a Happy Thanksgiving, count your blessing and be kind to each other.

Mayor Pro Tem Davis thanked City staff for the fabulous Veterans Day celebration event. He reported on the Pomona Valley Transportation Committee Meeting. He wished everyone a Happy Thanksgiving and to hug your loved ones. He reported on the upcoming City's Christmas Tree Lighting Ceremony on December 6, 2021.

Mayor Hepburn gave kudos to City Staff for the Veterans Day event celebration. He stated that the event was well represented and that former City Council Member Dan Harden did a good job. He reported that on Saturday, November 20, 2021, there is a Cruisin La Verne Holiday Car show in downtown La Verne and also the La Verne Historical Society Citrus Roots tour at the University of La Verne on the same day. He wished everyone a Happy Thanksgiving and urged residents to get vaccinated for protection against the COVID-19 virus.

Mayor Hepburn stated he was very sad to report the passing of Delia Heredia, owner of Delia's Barbershop and an icon in the downtown La Verne business community.

13. Adjournment to Monday, December 6, 2021 at 5:00 p.m., for a Council Study Session on the 2021 American Rescue Plan.

Respectfully submitted,

Lupe Gaeta Estrella, CMC  
Assistant City Clerk

November 15, 2021 Council Meeting

Lupe Estrella

**From:** Danita Beauchamp <danitaab2016@gmail.com>  
**Sent:** Thursday, November 11, 2021 3:00 PM  
**To:** Tim Hepburn - Agenda; Rick Crosby; Robin Carder - Agenda; Muir Davis - Agenda; Wendy Lau; Bob Russi; City Clerk; JR Ranells  
**Subject:** District Voting Maps  
**Attachments:** 4 District Map by Population.docx; 4 District Map by Voting Age & Race.docx  
**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Dear Mayor & City Council Members & City Manager:

I would like this to be included in the agenda packet so it will become a public record.

Attached are copies of the district map I created. I chose a 4 district with an at-large mayoral seat style. It shows the population balance, as well as by race and voting age, but there is an inherent problem with the program. It also shows a population deviation should you so choose a 4 district with an at-large mayor. The deviation on my map shows 34.88%, which is completely incorrect. The reasoning behind this is because district 5 has a 0% population, which means this entire process is steering people to move to a 5 district map, by definition this entire process is inherently biased.

Another example of bias is the website clearly states "The rules are complicated and sometimes quite vague!" The sentence ends with not just a period but an exclamation point. An exclamatory sentence is one that expresses a strong or forceful emotion. So now I have the authors of the district mapping website shouting at me that I'm an idiot? That's it's too complicated and I wouldn't understand how to use it and it's vague so I should just not even attempt to draw a map. How is this not offensive, oppressive & odious? How is this obtrusive language not psychologically deterring?

This entire process began because there was/is a threat of a lawsuit from a resident within the city that feels their voting rights are being oppressed. Yet, with the failed website, the shortened time frame for residents to complete & submit their maps, the verbiage, the complication, this entire process has been nothing but oppressive. Why is it the council went out of their way to overly point out in the last meeting that it was Hispanics' voting rights were being violated? If what the city attorney says is true and there is no documentation to substantiate this claim how do we know it was a "Hispanic" that complained?

Do people even understand the difference between race and ethnicity? According to the United States Census Bureau, Hispanics are racially classified as "Caucasians" it even says so on my birth certificate, from a military installation no less, so why are these maps including "racial" statistics? Shouldn't it be based on ethnicity?

I also want to explain on my map (as one resident from the last city council mentioned, he did not have the ability to provide an explanation as to the reasoning behind his districting choices).

I intentionally left district 1, (which is the southwest quadrant of the city) with approximately 2,500 less in population due to the fact with the Gold Line (L Line) Housing project is projected to build as many if not more than that quantity of units in that zone.

The city has failed yet again, to stand up for the rights of the citizens of our great city. If the constant requests of the residents of the city continue to fall upon deaf ears they have no choice but to vote in a "true" representative and in my opinion, this is what this council fears most, hence the haste in pushing this district voting forward.

I want to quote one of our greatest Presidents, Mr. Abraham Lincoln, "America will never be destroyed from the outside. If we falter and lose our freedoms, it will be because we destroyed ourselves." This is exactly what this council is continually doing on each and every order of business listed on meeting agendas which this council votes upon.

I leave you with a verse from the Holy Bible, New International Version, "Do nothing out of selfish ambition or vain conceit. Rather, in humility value others above yourselves". Philippians 2:3

Respectfully,

Danita Beauchamp  
2516 Amherst Street

Update

Population Data Layers Evaluation

Population by Race

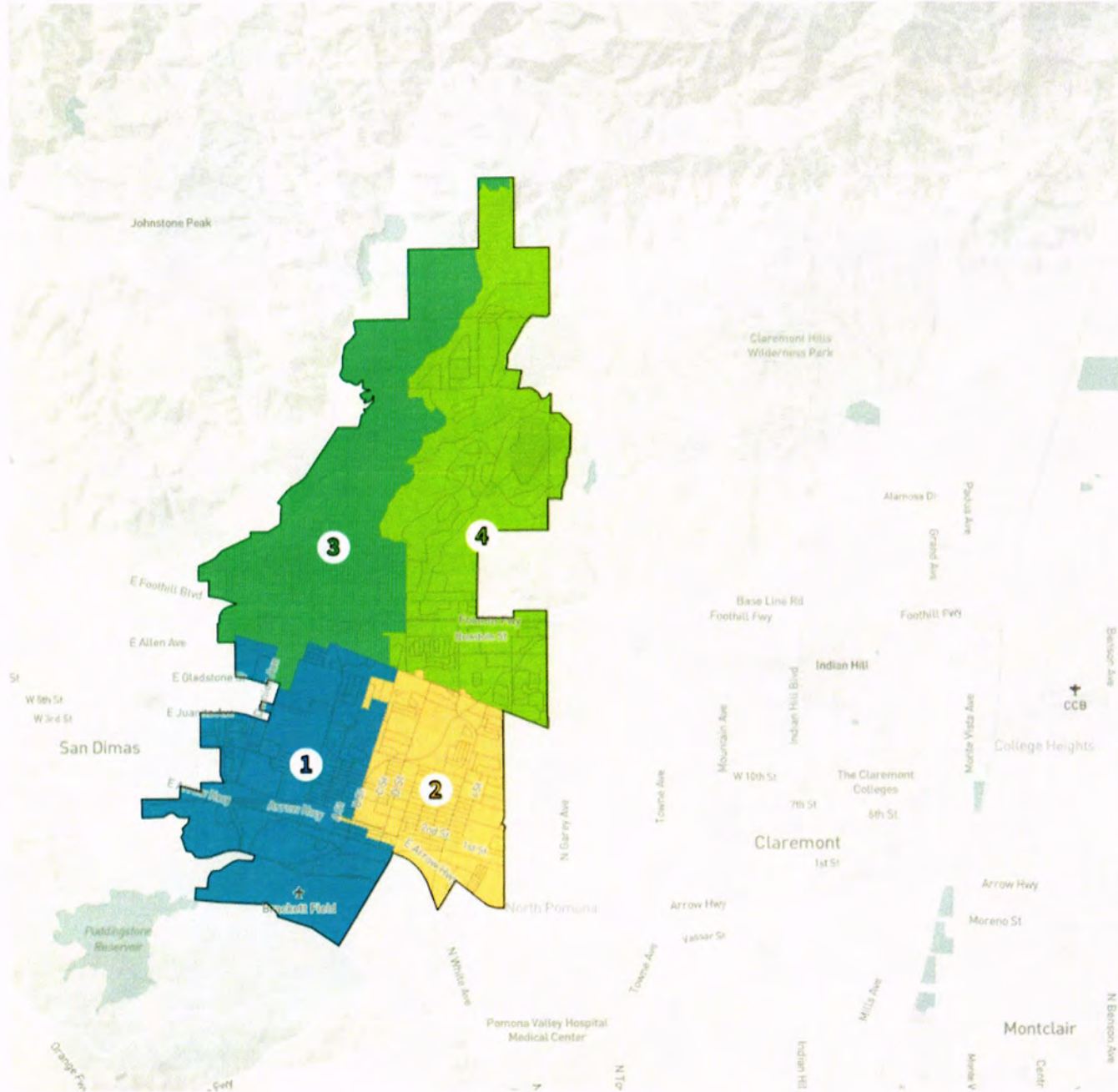
COMPARE   
WITH   
AND

	White	Hispanic	Asian
1	42%	41%	10.9%
2	38.5%	45%	9.7%
3	51.3%	31.1%	12.3%
4	50.3%	27.3%	15.1%
5	0%	0%	0%
Overall	45.8%	35.7%	12.1%

Voting Age Population by Race

COMPARE   
WITH   
AND

	White	Hispanic	Asian
1	45%	37.4%	11.3%
2	41.9%	41.6%	9.4%
3	54.6%	28.4%	11.6%
4	53.5%	25%	14.5%
5	0%	0%	0%
Overall	49.1%	32.6%	11.8%



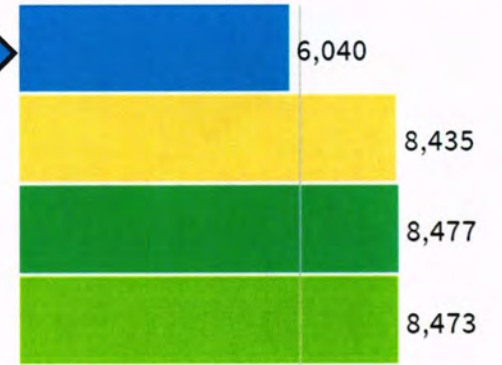


Update

Population Data Layers Evaluation

Population Balance

① Uses adjusted 2020 Decennial Census population with processing by National Demographics Corporation on 2020 Blocks

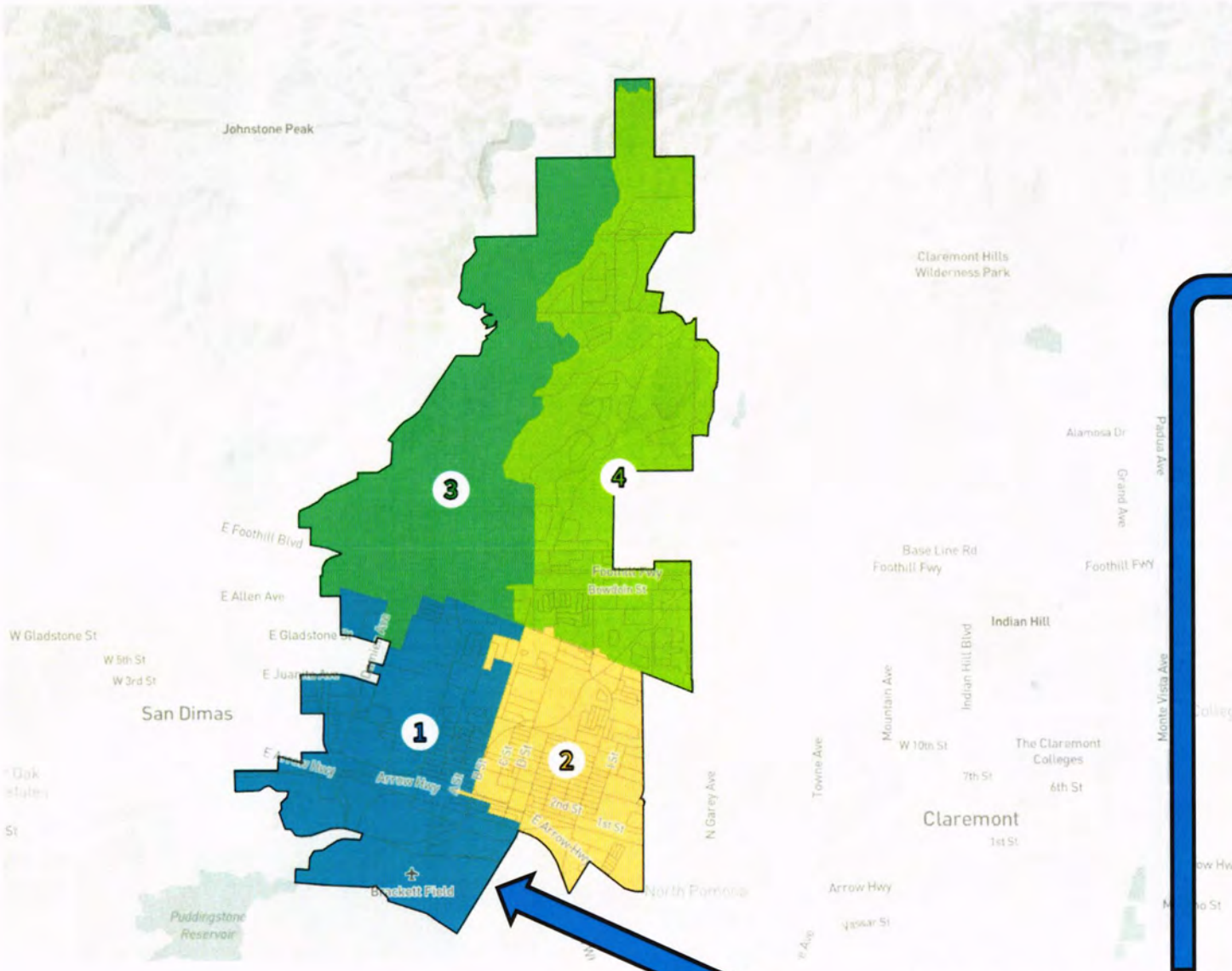


Ideal: 6,285

UNASSIGNED POPULATION: 0

MAX. POPULATION DEVIATION: 34.88%

Highlight unassigned units



I intentionally left District 1, which is the southwest quadrant of the city, with approximately 2,500 less in population due to the fact with the Gold Line (L Line) Housing project is projected to build as many, if not more, than that quantity of units within that zone.



**Lupe Estrella**

November 15, 2021 Council Meeting

---

**From:** Jo AnnFrasca <thefrasca6@aol.com>  
**Sent:** Monday, November 15, 2021 4:39 PM  
**To:** City Clerk  
**Subject:** District elections

I strongly oppose district elections in La Verne. I feel we need to have one Mayor elected by the citizens of La Verne.

If that option is not put forward than I would want the city separated into 4 districts and still have an At Large Mayor.

NO on redistricting our wonderful city into 5 districts with a rotating mayor!

Respectfully but forcefully I submit.

JoAnn Frasca

Sent from the all new AOL app for Android

**Lupe Estrella**

November 15, 2021 Council Meeting

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**From:** Karen Cockrell <jimhits50@aol.com>  
**Sent:** Monday, November 15, 2021 4:36 PM  
**To:** City Clerk  
**Subject:** districtmap

As residents of La Verne since 1997, our family is in favor of 4 districts, and map 104.

Thank you,  
The Cockrells

**Lupe Estrella**

November 15, 2021 Council Meeting

---

**From:** Stephen Rybacki <srybacki123@aol.com>  
**Sent:** Monday, November 15, 2021 1:18 PM  
**To:** City Clerk  
**Subject:** Districts

Hello, I am unable to attend tonight's meeting. However, I would like to urge the city choose 4 districts with an elected mayor.

Thank you  
Stephen Rybacki

Sent from my iPhone

**Lupe Estrella**

November 15, 2021 Council Meeting

---

**From:** Jake Manning <jakemanning44@yahoo.com>  
**Sent:** Monday, November 15, 2021 11:48 AM  
**To:** City Clerk  
**Subject:** Tonights meeting

Hello, I am unable to attend tonight's meeting. However, I would like to urge the city choose 4 districts with an elected mayor.

Thank you

**Lupe Estrella**

November 15, 2021 Council Meeting

---

**From:** Debra Moore <debramoore2014@yahoo.com>  
**Sent:** Monday, November 15, 2021 12:42 PM  
**To:** City Clerk  
**Subject:** Redistricting

Hello, I am unable to attend tonight's meeting. However, I would like to urge the city choose 4 districts with an elected mayor.

Thank you, Debra Moore

Sent from Yahoo Mail for iPhone

November 15, 2021 Council Meeting

**Lupe Estrella**

---

**From:** Sara Rybacki <sarybacki@gmail.com>  
**Sent:** Monday, November 15, 2021 11:29 AM  
**To:** City Clerk  
**Subject:** Districting

Hello, I am unable to attend tonight's meeting. However, I would like to urge the city choose 4 districts with an elected mayor.

Thank you,  
Sara Rybacki

Sent from my iPad

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CITY OF LA VERNE  
REGISTER OF AUDITED DEMANDS  
11/18/2021

DEMANDS PRESENTED HAVE BEEN APPROVED CONSISTENT WITH THE CITY'S PURCHASING/FUNDING POLICY AND HAVE BEEN REVIEWED BY THE FINANCE DIRECTOR FOR ACCURACY AND PROPER APPROVAL.

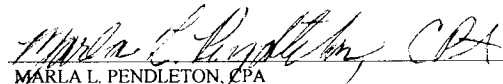
SUMMARY OF DEMANDS

LARGEST CITY DEMAND PAYMENTS OTHER THAN PAYROLL AND RELATED BENEFITS.

	<u>AMOUNT</u>	<u>ISSUED TO</u>	<u>DESCRIPTION</u>
1.	25,857.85	DOOLEY ENTERPRISES	POLICE DEPARTMENT AMMUNITION PURCHASE
2.	12,277.70	INTER-CON SECURITY SYSTEMS, INC.	PARKING ENFORCEMENT SERVICES - OCTOBER 2021
3.	11,651.56	SCIENTIA CONSULTING GROUP, INC.	I.T. CONSULTING SERVICES - AUGUST AND OCTOBER 2021
4.	11,100.00	ROGERS, ANDERSON, MALODY & SCOTT	FISCAL YEAR 2020-2021 AUDIT SERVICES - OCTOBER 2021
5.	8,073.75	CIVILTEC ENGINEERING, INC.	ENGINEERING SERVICES - OCTOBER 2021
6.	7,081.20	LEXIPOL, LLC	ELECTRONIC FIRE MANUAL & TRAINING BULLETIN - OCT. 2021 TO SEPT. 2022
7.	6,120.00	KIDMAN LAW LLP	PROFESSIONAL SERVICES - OCTOBER 2021
8.	5,962.50	SUPERIOR COURT OF CA,COUNTY OF L.A.	COURT CITATIONS - OCTOBER 2021
9.	5,546.00	ECS IMAGING, INC.	LASERFICHE ANNUAL RENEWAL - OCTOBER 2021 TO OCTOBER 2022
10.	4,113.60	JEFFREY PETERSEN	FOURTH QUARTER RETIREE MEDICAL - OCTOBER TO DECEMBER 2021
	68,221.79	OTHER DEMANDS	
	\$ 166,005.95		

DEMANDS OF \$27,575.33 WERE PAID ON BEHALF OF LAIMPACT FOR LAW ENFORCEMENT TASK FORCE OPERATIONS.

IN ACCORDANCE WITH GOVERNMENT CODE SECTION 37202, I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE REGISTER OF AUDITED DEMANDS.

  
MARLA L. PENDLETON, CPA  
FINANCE DIRECTOR



CITY OF LA VERNE  
REGISTER OF AUDITED DEMANDS - EXHIBIT A

11/18/2021

CHECK NO.	AMOUNT	ISSUED TO
157281	\$ 110.00	ADRIANA VILLEZCAS
157282	90.00	ALEJANDRO SILVEIRA
157283	140.00	ALL PURPOSE DOCUMENT DESTRUCTION
157284	350.00	ALLOY WELDWORKS
157285	110.00	ANDREA ROSELI
157286	630.10	AT & T
157287	4,028.33	ATKINSON,ANDELSON,LOYA,RUUD & ROMO
157288	495.00	BACKFLOW SOLUTIONS, INC.
157289	1,482.00	BARNES, ANITA
157290	453.03	BREAUX, JOHN
157291	1,540.22	BRUBAKER, CARL
157292	500.00	CALIFORNIA PEST MANAGEMENT, INC.
157294	2,914.72	CDCE
157295	100.00	CELIA GONZALES
157296	458.00	RETIRED SENIOR VOL. PATROL INC.
157297	8,073.75	CIVILTEC ENGINEERING, INC.
157298	395.00	COPWARE, INC.
157299	3,342.66	COYLE, KEVIN
157300	500.00	DAVID PENA
157301	530.00	DEPARTMENT OF JUSTICE
157302	65.70	DETAILER'S CHOICE, INC.
157303	89.00	DIRECTV
157304	8.16	DONATO, BENJAMIN
157305	25,857.85	DOOLEY ENTERPRISES
157306	5,546.00	ECS IMAGING, INC.
157307	318.11	EWING IRRIGATION PRODUCTS
157308	110.00	FENGMEI GONG
157309	165.00	FINN, DAWN
157310	417.06	FOWLKES, JOHN M.
157311	110.00	GILBERT ZAVALA
157312	1,109.85	GOLDEN STATE WATER COMPANY
157313	275.23	GORM, INC.
157314	110.00	GWYNN LEHIGH
157315	258.29	HIRSCH PIPE AND SUPPLY
157317	2,866.91	HOME DEPOT CREDIT SERVICES
157318	110.00	IRVIN SIMS
157319	1,500.00	ISABELLA GUZMAN
157320	74.97	J.G. TUCKER & SON
157321	110.00	JACKIE EGGERS
157322	110.00	JEFF SNYDER
157323	205.00	JOHN KIM
157324	1,886.67	JOHNSON, DON
157325	100.00	JUAN AGUILERA
157326	185.00	JULISSA SPARKS
157327	6,120.00	KIDMAN LAW LLP
157328	425.00	KNOLTON, CRISTINA
157329	80.28	LA VERNE CAR WASH
157330	110.00	LIZETTE GONZALEZ
157331	955.99	LOS ANGELES COUNTY TAX COLLECTOR
157332	260.00	MARILEE SAURENMAN
157333	3,598.11	MASON, GARY
157334	2,190.00	MCLAY SERVICES, INC.
157335	24.00	MENG ZHANG
157336	3,699.00	MSDSOONLINE VELOCITY EHS
157337	3.53	NAVAB-BOUSHEHRI, M.
157338	30.81	OFFICE DEPOT
157339	110.00	ORLANDO CEPEIDA
157340	711.27	JOHN ORTEGA
157341	4,113.60	JEFFREY PETERSEN
157342	400.19	PROWS, JASON
157343	449.00	RICK CROSBY
157344	110.00	ROXANNE RODRIGUEZ
157345	3,556.77	ROYAL, JIMMY
157346	525.00	SALVADOR'S IRON WORKS
157347	414.11	SAM'S CLUB/SYNCHRONY BANK
157348	121.52	SATELLITE PHONE STORE
157349	213.16	SAVAGE, HOLLIE

CITY OF LA VERNE  
REGISTER OF AUDITED DEMANDS - EXHIBIT A

11/18/2021

CHECK NO.	AMOUNT	ISSUED TO
157350	11,651.56	SCIENTIA CONSULTING GROUP, INC.
157351	2,559.86	SEAWRIGHT, DAN
157352	1,180.56	SEUBE, DARRYL L.
157353	70.00	SAN GABRIEL VALLEY CITY MANAGER'S ASSOCIATION
157354	71.55	SOUTHERN CALIFORNIA EDISON
157355	793.80	SPRAGUES', INC.
157356	388.99	STAPLES CREDIT PLAN
157357	38.40	STRONA, JAMES
157358	5,962.50	SUPERIOR COURT OF CA,COUNTY OF L.A.
157359	770.40	SWANK, KENNETH
157360	56.25	THE FISHEL COMPANY
157361	110.00	TINA CUNNINGHAM
157362	280.00	TRANSUNION RISK & ALTERNATIVE DATA
157363	17.18	UPS
157364	100.00	VALERIE MACIEL
157365	1,670.82	VETTI, MIKE
157366	1,658.19	WALTERS, PATRICK
157367	100.00	ZOE PAULSON
EFT	48.00	A. UPLAND FIRE PROTECTION
EFT	620.38	ALL STAR FIRE EQUIPMENT CO.
EFT	150.85	ALL STATE POLICE EQUIPMENT CO.
EFT	258.24	AMAZON CAPITAL SERVICES, INC.
EFT	3,506.50	BABCOCK LABRATORIES, INC.
EFT	150.00	CALIFORNIA LANDSCAPE & DESIGN
EFT	1,040.00	ENVIRONMENT CONTROL PUENTE HILLS
EFT	472.68	GRAINGER
EFT	1,360.00	GREENSCAPE MAINTENANCE SERVICES INC.
EFT	191.96	HASA, INC.
EFT	12,277.70	INTER-CON SECURITY SYSTEMS, INC.
EFT	9.49	KRONOS INCORPORATED
EFT	7,081.20	LEXIPOL, LLC
EFT	450.00	MARTIN SCHERER ELECTRIC, INC.
EFT	329.24	OFFICE SOLUTIONS
EFT	11,100.00	ROGERS, ANDERSON, MALODY & SCOTT
EFT	334.57	SUN BADGE CO.
EFT	2,191.84	TURBO DATA SYSTEMS, INC.
EFT	900.29	WESTERN WATER WORKS
	166,005.95	
	27,575.33	Total LAIMPACT Demands
Total Demands	<u>\$ 193,581.28</u>	

LAIMPACT Law Enforcement Task Force Demands

157368	\$ 597.87	CBE LOS ANGELES
157369	35.00	CBE LOS ANGELES
157370	201.77	CELL BUSINESS EQUIPMENT
157371	15,853.34	CITY OF PASADENA
157373	4,687.35	VERIZON WIRELESS
MULTIPLE	6,200.00	LAI ENFORCEMENT OPERATIONS
Total	<u>\$ 27,575.33</u>	

LAIMPACT demands are paid from federal asset forfeiture dollars allocated to LAIMPACT crime prevention activities. These funds are not City funds and are not available for City use outside of LAIMPACT activities.

CITY OF LA VERNE  
REGISTER OF AUDITED DEMANDS  
11/24/2021

DEMANDS PRESENTED HAVE BEEN APPROVED CONSISTENT WITH THE CITY'S PURCHASING/FUNDING POLICY AND HAVE BEEN REVIEWED BY THE FINANCE DIRECTOR FOR ACCURACY AND PROPER APPROVAL.

SUMMARY OF DEMANDS

LARGEST 10 CITY DEMAND PAYMENTS OTHER THAN PAYROLL AND RELATED BENEFITS.

	<u>AMOUNT</u>	<u>ISSUED TO</u>	<u>DESCRIPTION</u>
1.	99,331.50	CITY OF POMONA	JAIL SERVICE CONTRACT PAYMENT
2.	57,761.96	THOMPSON PLUMBING SUPPLY, INC.	16 WATER REFILL STATION/DRINKING FOUNTAINS CITY WIDE
3.	32,100.00	PRECISION CONCRETE CUTTING	SURVEY/REMOVAL OF SIDEWALK TRIP HAZARDS THROUGHOUT THE CITY
4.	17,700.79	DETROIT AUTO BODY, INC.	2020 FORD EXPLORER VEHICLE REPAIRS
5.	14,506.67	INLAND VALLEY HUMANE SOCIETY	ANIMAL CARE/CONTROL SERVICES - OCTOBER 2021
6.	11,727.49	CARE AMBULANCE SERVICE, INC	AMBULANCE TRANSPORT COSTS - OCTOBER 2021
7.	11,627.30	CITY OF POMONA	LAND BASE AGREEMENT PAYMENT - JULY 2021 TO OCTOBER 2021
8.	8,745.00	SAGECREST PLANNING & ENVIRONMENTAL	PROFESSIONAL SERVICES - OCTOBER 2021
9.	7,500.00	TRIEPI SMITH	COMMUNICATIONS CONSULTANT RETAINER PAYMENT - NOVEMBER 2021
10.	6,969.06	INTELLI-TECH	I.T. EQUIPMENT PURCHASE AND START UP SERVICES - NOVEMBER 2021
	<u>80,348.43</u>	OTHER DEMANDS	
	\$ 348,318.20		

DEMANDS OF \$35,952.78 WERE PAID ON BEHALF OF LAIMPACT FOR LAW ENFORCEMENT TASK FORCE OPERATIONS.

DEMANDS OF \$968,173.27 WERE PAID FOR PAYROLL AND EMPLOYEE BENEFIT RELATED ITEMS.

IN ACCORDANCE WITH GOVERNMENT CODE SECTION 37202, I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE REGISTER OF AUDITED DEMANDS.

  
MARLA L. PENDLETON, CPA  
FINANCE DIRECTOR

CITY OF LA VERNE  
REGISTER OF AUDITED DEMANDS - EXHIBIT A

11/24/2021

CHECK NO.	AMOUNT	ISSUED TO
157374	\$ 950.00	A & J RICH'S CLEAN SERVICE CORP.
157375	460.00	ADRAZEN NETWORKS LLC
157376	50.00	ADRIE-MARIE HUEZO
157377	110.00	ALI BO
157378	35.00	ALMA GARCIA
157379	35.00	AMY CLANCEY
157380	273.75	ANDY GUMP, INC.
157381	35.00	ANGEL SANTOS
157382	5,460.00	AP TRITON, LLC
157383	1,625.82	AT&T MOBILITY
157384	45.00	BENJAMIN AQUINO
157385	1,000.00	BRENDA THOMPSON
157386	110.00	BRITTANY SORNBORGER
157387	30.00	BURRO CANYON SHOOTING PARK
157388	410.00	CALIFORNIA PEST MANAGEMENT, INC.
157389	110.00	CAMBERO JR., FRANCISCO
157390	11,727.49	CARE AMBULANCE SERVICE, INC
157391	144.70	CDCE, INC.
157392	110.00	CHAVIRA, DAVID
157393	205.00	CHRIS ACOSTA
157394	35.00	CHRISTA DOMINGUEZ
157395	35.00	CHRISTY BUEHLER
157396	99,331.50	CITY OF POMONA
157397	50.00	CLAUDIA GAMINO
157398	121.73	COLANTUONO, HIGHSMITH & WHATLEY, PC
157399	1,186.51	COLLEY FORD
157400	2,318.42	COUNTY OF LOS ANGELES
157401	125.00	CALIFORNIA PEACE OFFICERS' ASSOC.
157402	2,710.03	DANIELS TIRE SERVICE
157403	5,990.66	DATAPROSE, INC.
157404	17,700.79	DETROIT AUTO BODY, INC.
157405	110.00	ELVIRA SILVA
157406	35.00	EMILY MORENO
157407	45.00	EMILY RICHARDS
157408	55.00	ERIC QUIROZ
157409	110.00	ERICA LAREZ
157410	110.00	ERIKA MESA
157411	110.00	ERRIN ULRICH
157412	242.24	ESTRELLA, JESSICA
157413	258.50	FRONTIER COMMUNICATIONS
157414	35.00	GREG PALATTO
157415	110.00	GUTIERREZ, MARK
157416	100.00	HALEY HENDERSON
157417	70.00	HANEEN AGUILAR
157418	110.00	HEATHER DURR
157419	25.00	HECTOR JAIME
157420	812.43	HOLLIDAY ROCK CO.
157421	1,416.00	HOSPITAL ASSOC. OF SOUTHERN CALIF.
157422	1,111.80	INLAND EMPIRE STAGES, LTD.
157423	14,506.67	INLAND VALLEY HUMANE SOCIETY
157424	6,969.06	INTELLI-TECH
157425	35.00	ISABEL RODRIGUEZ
157426	110.00	JACOB BROSTERHOUS
157427	35.00	JANE GATELY
157428	210.00	JESSICA TRIAY
157429	110.00	JESUS JURADO
157430	6,225.00	JONES & MAYER
157431	35.00	JOSEFINA DANWING
157432	35.00	JOSEPH MCENTEE
157433	35.00	JUAN CARRILLO
157434	15.00	KARA KAPLAN
157435	220.00	KEISA PINEDA
157436	300.53	LA VERNE POLICE DEPARTMENT
157437	35.00	LETICIA BAZZICHI
157438	274.00	LIEBERT CASSIDY WHITMORE
157439	310.00	LINDSAY ZYLSTRA
157440	80.00	LOUISE ETHRIDGE
157441	65.00	LUCY MORRIS
157442	350.00	MAINTENANCE SUPERINTENDENTS ASSOC.
157443	35.00	MARISSA MARQUEZ
157444	370.00	MCLAY SERVICES, INC.
157445	55.00	MEAGAN BAHRUTH
157446	165.00	MICHAEL CROCKER

CITY OF LA VERNE  
REGISTER OF AUDITED DEMANDS - EXHIBIT A

11/24/2021

CHECK NO.	AMOUNT	ISSUED TO
157447	110.00	MICHAEL GEREN
157448	35.00	MICHAEL MCQUILLIAMS
157449	402.80	OZONE ROOFING, INC.
157450	550.10	PACIFIC PARKING SYSTEMS, INC.
157451	35.00	PAUL LEE
157452	345.00	PERMECO
157453	11,627.30	POMONA, CITY OF
157454	120.00	PRECISE FAB TECH, INC.
157455	32,100.00	PRECISION CONCRETE CUTTING
157456	420.00	R. AARON WHITHAM
157457	200.00	RICK GUZMAN
157458	781.17	RIGEL PRODUCTS AND SERVICES
157459	205.00	ROBERTO FARES
157460	1,000.00	ROSALVA DORADO
157461	75.00	ROSSI & SON PAINTING INC.
157462	35.00	ROXANNE JEFFERY
157463	8,745.00	SAGECREST PLANNING & ENVIRONMENTAL
157464	35.00	SALLY RAAB
157465	110.00	SANTOS FREGOSO
157466	85.27	HOLLIE SAVAGE
157467	3,213.00	SOUTHERN CALIF. REG. RAIL AUTH.
157468	793.80	SPRAGUES', INC.
157469	35.00	STACIE PHAM
157470	35.00	STEVE ANTU
157471	1,000.00	THE COUNSELING TEAM INTERNATIONAL
157472	57,761.96	THOMPSON PLUMBING SUPPLY, INC.
157473	2,496.00	TIDY DIESEL TANKS
157474	110.00	TIFFANY BURGOYNE
157475	35.00	TIFFANY NEWMAN
157476	251.00	TING CHEN
157477	119.60	TRILOGY MEDWASTE WEST, LLC
157478	7,500.00	TRIEPI SMITH
157479	250.00	VANESSA VIDAL
157480	1,505.67	VERIZON
157481	280.00	VERONICA ROMERO
157482	51.47	VISTA PAINT CORPORATION
157483	3,331.25	VN ENTERPRISES, INC.
157484	10.16	WALTERS WHOLESALE ELECTRIC CO.
157485	529.20	WEST COAST BATTERIES, INC.
157486	1,177.96	WING POWER SYSTEMS, INC.
157487	1,934.01	WM CORPORATE SERVICES, INC.
157488	120.57	XEROX CORPORATION
157489	825.71	ZEP SALES & SERVICE
157490	3,710.67	4ALLPROMOS
EFT	181.00	A. UPLAND FIRE PROTECTION
EFT	143.77	ALL STAR FIRE EQUIPMENT, INC.
EFT	93.33	AM-TEC TOTAL SECURITY, INC.
EFT	123.00	BEE REMOVERS
EFT	150.00	CALIFORNIA LANDSCAPE & DESIGN
EFT	34.26	COASTLINE EQUIPMENT
EFT	262.52	COLLEGIATE PRESS
EFT	280.00	GIRON, ANTHONY
EFT	784.64	GRAINGER
EFT	1,068.21	HAAKER EQUIPMENT CO.
EFT	277.62	HI-WAY SAFETY INC.
EFT	924.01	INTELESYSONE, INC.
EFT	2,414.48	L.N. CURTIS AND SONS
EFT	425.00	LAW ENFORCEMENT MEDICAL SERVICES
EFT	143.06	OFFICE SOLUTIONS
EFT	490.82	POMONA TRUCK & AUTO SUPPLY
EFT	3,171.15	SOUTH COAST EMERGENCY VEHICLE SERVICES
EFT	49.24	SUPERION, LLC
EFT	180.04	TIFCO INDUSTRIES, INC.
EFT	5,050.75	WESTERN WATER WORKS
	<u>348,318.20</u>	
	968,173.27	Total Payroll and Employee Benefit Payments
	35,952.78	Total LAIMPACT Demands
Total Demands \$	<u>1,352,444.25</u>	

Payroll and Employee Benefit Payments:  
157504 \$ 490.00 CITY OF LAVERNE EMPLOYEE FUND

CITY OF LA VERNE  
REGISTER OF AUDITED DEMANDS - EXHIBIT A

11/24/2021

CHECK NO.	AMOUNT	ISSUED TO
157505	1,410.00	FIDELITY INVESTMENTS #P0754
157506	200.69	REYES, HEATHER
157507	19.00	UNITED WAY CAMPAIGN
BANK DRAFT	149,874.57	CALIFORNIA, STATE OF
BANK DRAFT	46,415.83	CALIFORNIA, STATE OF
BANK DRAFT	3,193.87	MASSACHUSETTS MUTUAL LIFE INSURANCE ROTH
BANK DRAFT	4,995.99	MASSACHUSETTS MUTUAL LIFE INSURANCE - 401A
BANK DRAFT	23,736.12	MASSACHUSETTS MUTUAL LIFE INSURANCE
BANK DRAFT	1,579.76	STATE DISBURSEMENT UNIT
BANK DRAFT	132,526.86	UNITED STATES TREASURY
BANK DRAFT	594,314.26	PAYROLL 10/24/2021 TO 11/06/2021
EFT	1,922.14	CHARLES SCHWAB BANK
EFT	2,586.25	LA VERNE FIRE ASSOCIATION
EFT	2,426.28	LA VERNE POLICE OFFICERS ASSOCIATION
EFT	1,750.00	RUSSI, CHRISTINA M.
EFT	731.65	WAGeworks INC.
Total	\$ 968,173.27	

Break down of standard providers and the benefits they provide

Provider	Benefits Description
A.C. Newman Co.	Accidental Death Life Insurance
Delta Dental	Employee dental insurance coverage
The Hartford	Life Insurance Policy
Health Net	Employee health insurance
Kaiser	Employee health insurance
Wage Works	Flexible Savings Account (FSA) deductions
US Treasury	Employee federal tax withholdings
State of California	Employee state income tax, unemployment insurance and child support/garnishments
Mass Mutual A	401A plan
Mass Mutual B	457B plan
Mass Mutual Roth	Roth plan
Lincoln National	Replacement Social Security plan
Fire/Police/La Verne Employee Fund	Employee Group Dues

LAIMPACT Law Enforcement Task Force Demands

157491	\$ 2,265.59	DELL MARKETING L.P.
157492	6,717.09	ENFORCEMENT AVIATION SERVICES, INC.
157493	457.27	ERIK HARRIS
157494	2,380.30	NEIL'S STATIONERS, INC.
157495	377.06	ROTORCRAFT SUPPORT, INC.
157496	2,032.98	ROTORCRAFT SUPPORT, INC.
157497	1,568.05	ROTORCRAFT SUPPORT, INC.
157498	540.72	ROTORCRAFT SUPPORT, INC.
157499	408.72	ROTORCRAFT SUPPORT, INC.
157500	105.00	SOUTHLAND SHREDDING, INC.
MULTIPLE	\$ 19,100.00	LAI ENFORCEMENT OPERATIONS
Total	\$ 35,952.78	

LAIMPACT demands are paid from federal asset forfeiture dollars allocated to LAIMPACT crime prevention activities. These funds are not City funds and are not available for City use outside of LAIMPACT activities.

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# Agenda Report

CITY OF LA VERNE

*Department of the City Manager, Finance Division*

**DATE:** December 6, 2021

**TO:** Mayor and City Council

**FROM:** Marla L. Pendleton, CPA, Director of Finance



**SUBJECT:** Development Impact Fee Report for the Fiscal Years Ended June 30, 2020 and 2021

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## **AGENDA SUMMARY**

Government Code Section 66006 requires development impact fees collected by the City, the related interest income earned, expenditures paid, and beginning and ending fund balance as of June 30 to be made available to the public on an annual basis. The Development Impact Fee Report is an informational report meeting the State legislative requirements for the Fiscal Years ended June 30, 2020 and 2021.

## **RECOMMENDATION:**

Staff recommends the City Council to receive, file, and make available to the public, the Development Impact Fee Report for the Fiscal Years Ended June 30, 2020 and 2021 pursuant to Government Code Section 66006.

## **BACKGROUND:**

Pursuant to the La Verne Municipal Code and the City's adopted fee resolution, property developers are required to pay their share of future public facility or improvement costs impacted by the increased demand of new property development projects. Following are the development impact fees collected by the City:

1. Housing Linkage Fee (Affordable Housing Fund)
2. Fire Safety Equipment Fee
3. Fire Facilities Fee
4. Underground Utilities Fee
5. Park, Open Space, and Recreation Fee (Park Development Fund)
6. Storm Drainage Facilities Fee

Fees apply to residential and non-residential development. The amounts per project vary based on various factors including, the size of land, location of development, square footage of the buildings, and number of units. Specific amounts for each fee and



the methodology determining the charge are included in the City's Comprehensive Fee Schedule as adopted by Resolutions 17-23, 18-19, and 19-24.

The Post Miramar (Water System Facilities) Fee, which was included in the June 30, 2019 Development Impact Fee Report, is no longer included in the annual Development Impact Report. An agreement was entered into in December 2020 between the City of La Verne and Three Valleys. The agreement terminated the 1984 agreement and restated the respective rights and duties of the Miramar Facility operations. As written, Three Valleys owns, operates and maintains the Miramar Facility, subject to capacity rights of the City and Golden State Water. With the facility construction complete and debt service fully repaid, the City water capacity charge, referred to as the *Post Miramar Fee*, has been eliminated. The unexpended funds have been applied towards water fees to reduce water purchase costs associated with Miramar.

Due to an oversight, the June 30, 2020 Development Impact Fee Report was not filed. It is included with the June 30, 2021 report for public disclosure.

#### Fiscal Year 2019-20 Expenditures:

The Park Development fund expended \$53,659 during the fiscal year of which \$8,323 was expended on the La Verne Teen Center design and \$45,336 was expended on park development. The park development expenditures included clearance and reestablishment costs of the Live Oak Trail and management costs of the La Verne Wilderness area and Sage Canyon in the amounts of \$40,000, \$3,715 and \$1,621, respectively.

The Fire Safety Equipment fund partially funded the acquisition of a type 1 Fire Engine by transferring \$174,000 to the Equipment Fund during the fiscal year.

#### Fiscal Year 2020-21 Expenditures:

The Park Development fund expended \$344,935 during the fiscal year. Costs included installation of an inclusion playground at Las Flores Park, the Kuns Park shelter and concrete flatwork and administrative costs for the Northern Foothills Open Space area in the amounts of \$233,348, \$110,647 and \$940, respectively.

The Housing Linkage Fee was applied to a single-family residence built by Habitat for Humanity and relocated to First Street as an affordable housing project. Expenditures of \$9,272 were used for relocation and related fees for the project.

**City of La Verne  
 Development Impact Fee Report  
 for the Fiscal Year Ended June 30, 2020**

	<u>Affordable Housing</u>	<u>Fire Safety Equipment</u>	<u>Fire Facilities</u>	<u>Underground Utilities</u>	<u>Park Development</u>	<u>Storm Drainage</u>
<b>Revenues:</b>						
Fees	\$ 185,326	\$ -	\$ -	\$ 2,905	\$ 147,307	\$ 2,905
Interest	36,874	1,299	14,415	2,426	24,098	35,786
Other Revenues	-	-	-	-	-	-
<b>Total Revenues</b>	<b>222,200</b>	<b>1,299</b>	<b>14,415</b>	<b>5,331</b>	<b>171,405</b>	<b>38,691</b>
<b>Expenditures:</b>						
Capital Improvement	-	-	-	-	(53,659)	-
<b>Total Expenditures</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(53,659)</b>	<b>-</b>
Excess of Revenues Over Expenditures	<u>222,200</u>	<u>1,299</u>	<u>14,415</u>	<u>5,331</u>	<u>117,746</u>	<u>38,691</u>
<b>Other Financing (Uses):</b>						
Transfers (Out)	-	(174,000)	-	-	-	(284,000)
Net Change in Fund Balance	222,200	(172,701)	14,415	5,331	117,746	(245,309)
<b>Fund balance, Beginning</b>	<u>1,161,309</u>	<u>52,061</u>	<u>577,851</u>	<u>85,221</u>	<u>754,787</u>	<u>1,263,578</u>
<b>Fund balance, Ending</b>	<u>\$ 1,383,509</u>	<u>\$ (120,640)</u>	<u>\$ 592,266</u>	<u>\$ 90,552</u>	<u>\$ 872,533</u>	<u>\$ 1,018,269</u>

**City of La Verne  
 Development Impact Fee Report  
 for the Fiscal Year Ended June 30, 2021**

	<u>Affordable Housing</u>	<u>Fire Safety Equipment</u>	<u>Fire Facilities</u>	<u>Underground Utilities</u>	<u>Park Development</u>	<u>Storm Drainage</u>
<b>Revenues:</b>						
Fees	\$ 21,000	\$ -	\$ -	\$ 350	\$ 42,000	\$ 350
Interest	6,057	(517)	2,539	394	4,101	5,583
Other Revenues	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total Revenues	27,057	(517)	2,539	744	46,101	5,933
<b>Expenditures:</b>						
Capital Improvement	<u>(9,272)</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>(344,935)</u>	<u>-</u>
Total Expenditures	(9,272)	-	-	-	(344,935)	-
Excess of Revenues Over Expenditures	<u>17,785</u>	<u>(517)</u>	<u>2,539</u>	<u>744</u>	<u>(298,834)</u>	<u>5,933</u>
<b>Other Financing (Uses):</b>						
Transfers (Out)	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Net Change in Fund Balance	17,785	(517)	2,539	744	(298,834)	5,933
<b>Fund balance, Beginning</b>	<u>1,383,509</u>	<u>(120,640)</u>	<u>592,266</u>	<u>90,552</u>	<u>872,533</u>	<u>1,018,269</u>
<b>Fund balance, Ending</b>	<u>\$ 1,401,294</u>	<u>\$ (121,157)</u>	<u>\$ 594,805</u>	<u>\$ 91,296</u>	<u>\$ 573,698</u>	<u>\$ 1,024,202</u>

# Agenda Report

CITY OF LA VERNE

**Community Services Department**

**DATE:** December 6, 2021  
**TO:** Honorable Mayor and Council Members  
**FROM:** Yvonne Duran, Community Services Manager  
**SUBJECT:** Christmas Parade Route Designation



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## **AGENDA SUMMARY**

Consistent with actions in prior years and per the Police Chief's recommendation, the City Council is requested to authorize a "Parade Route" designation throughout the City for the Christmas Morning program.

## **RECOMMENDATION**

Staff recommends that the City Council designate the streets in the City of La Verne as a parade route on Saturday, December 25, 2021 from 7:00 a.m. until 5:00 p.m. to complete the Christmas Morning program.

## **BACKGROUND**

Since 1925, La Verne residents have enjoyed the experience of Santa driving through every street in the City on Christmas morning and receiving a bag of goodies. With the City now comprised of 495 streets, the delivery of goodie bags to all neighborhoods requires six routes and nearly 100 volunteers.

Over the past several years the City Council has concurred with the Police Chief's recommendation of designating a parade route for all City streets. This is believed to be necessary to ensure that the manner and use of the department vehicles is in compliance with the California Vehicle Code and coverage provisions by our insurance carrier.

To that end, staff is again requesting Council approval for a "Parade Route" designation for the City similar to past years. This parade route designation would begin on Saturday, December 25, 2021 at 7:00 a.m. and conclude by 5:00 p.m. Although we expect to be completed much sooner than that, staff is requesting additional time if needed.

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# Agenda Report

CITY OF LA VERNE

*Community Development Department*

**DATE:** December 6, 2021

**TO:** Honorable Mayor and City Council

**FROM:** Eric Scherer, AICP, Community Development Director

**SUBJECT:** Case No. 99-21SEP – Street Closure for Special Event taking place on Puddingstone Drive

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## AGENDA SUMMARY

The City Council is requested to consider a street closure for the 2021 Holiday Running Festival. A Running Legacy Inc. has submitted a request to use portions of Puddingstone Drive for the purpose of a running festival on Sunday, December 12, 2021. The request specifically involves the closure of the eastbound lanes of Puddingstone Drive from Van Dusen Road to Fairplex Drive between the hours of 4:00 a.m. and 2:00 p.m. the day of the event. The race is expected to draw up to 1,200 participants.

Recent policy has been to prepare individualized agreements for street closure events. Staff has therefore developed a standard agreement outlining the traffic control plan requirements, locations, schedule, estimated fees, applicant's responsibilities, and insurance and indemnification requirements.

## RECOMMENDATION

Staff recommends the City Council adopt Resolution No. 21-90 authorizing the City Manager to execute the Agreement with A Running Legacy Inc. permitting the Holiday Running Festival on specified streets.

## DISCUSSION

Public Works, Fire, Police and Community Development have reviewed and approved the street closure plan. Any conditions will be applied to the special event permit approval.

Respectfully submitted by: Gabriel Rivera, Assistant Planner

Attachments: A. Resolution No. 21-90  
B. Agreement with A Running Legacy Inc. for the 2021 Holiday Running Festival

**RESOLUTION NO. 21-90**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LA VERNE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AUTHORIZING THE EXECUTION OF AN AGREEMENT WITH A RUNNING LEGACY LLC FOR THE HOLIDAY RUNNING FESTIVAL.**

**BE IT RESOLVED** by the City Council of the City of La Verne as follows:

**Section 1.** That the City Manager of the City of La Verne is hereby authorized to execute an Agreement with A Running Legacy Inc., said Agreement being in the form attached hereto and made a part hereof by reference as though the same were set forth in full herein.

**Section 2.** That the Mayor shall sign and the Assistant City Clerk shall certify to the passage and adoption of this Resolution and thereupon the same shall take effect and be in force.

**PASSED, APPROVED AND ADOPTED** this 6<sup>TH</sup> day of December, 2021.

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Tim Hepburn, Mayor

ATTEST:

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Lupe Gaeta Estrella, Assistant City Clerk

**CERTIFICATION**

I hereby certify that the foregoing **Resolution No. 21-90** was duly and regularly adopted by the City Council of the City of La Verne at a meeting thereof held on the **6<sup>th</sup> day of December, 2021**, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

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Lupe Gaeta Estrella, Assistant City Clerk

## **AGREEMENT TO PERMIT THE HOLIDAY RUNNING FESTIVAL**

THIS AGREEMENT is entered into this 6<sup>th</sup> day of December, 2021, by and between the CITY OF LA VERNE, a municipal corporation (hereinafter “City”) and A RUNNING LEGACY INC, (hereinafter “A Running Legacy”.) The parties hereto agree as follows:

**1. Project.** A Running Legacy has requested use of certain public streets as a route for the 2021 Holiday Running Festival on Sunday, December 12, 2021.

**2. Liaison/Representatives.** The authorized representative for the City shall be the City Manager or his designee. The City Manager’s designee for this event is Gabriel Rivera, Assistant Planner. All changes to the schedule or the authorized activities per this Agreement shall be subject to the prior approval of the City Manager’s designee, Gabriel Rivera. The authorized representative for A Running Legacy is Jason Bruton, 562-355-7750. The City Manager’s designee for the day of the event shall be the on duty watch commander of the La Verne Police Department, 909-596-1913.

**3. Location.** The holiday running festival will be conducted on portions of Puddingstone Drive, Fairplex Drive, and McKinley Avenue; however, Fairplex Drive and McKinley Avenue are not subject to the City of La Verne’s control.

**4. Schedule.** The holiday running festival will be conducted on December 12, 2021 from 8:00 a.m. to 11:00 a.m. (7:00 a.m. set-up). Any deviation from this schedule is subject to the advance approval of the City Manager or his designee.

**5. Fees.** The following estimated fees shall be deposited by A Running Legacy with the City prior to the commencement of event. At the conclusion of the event, an accounting shall be provided to A Running Legacy detailing the City’s expenditures for staff time and injury to public property (if any).



Application/Permit Issuance fee:	\$ 150.00
Expedite fee:	\$ 200.00
Police Officers: (\$90/hour 7:00am – 11:00am)	\$ 720.00
Police Corporal (\$100/hour 7:00am- 11:00am)	\$ 400.00
Police Sergeant (\$120/hour 7:00am- 11:00am)	\$ 480.00
<b>Total fees/deposit</b>	<b>\$ 1,950.00</b>

**6. Street Closures.** The race route will require traffic control on Puddingstone Drive, Van Dusen Road, Wheeler Avenue, Wright Avenue, Fairplex Drive and McKinley Avenue. Eastbound Puddingstone Drive will be closed to traffic starting west of Van Dusen Road. Fairplex traffic will be subject to lane closures with only limited access to and from Brackett Airport. All closures/detours will occur December 12, 2021 between 4:00 a.m. to 2:00 p.m. A Running Legacy shall also submit a traffic control plan to the City’s Public Works Department for approval. Said approval shall be obtained prior to the event. A Running Legacy shall be responsible for all costs associated with field review of the traffic control (as estimated in Section 5) by the La Verne Police Department. A Running Legacy shall secure any required permits from other affected agencies, i.e. Los Angeles County, City of Pomona and City of San Dimas.

**7. Notification to Residents/Business.** A Running Legacy shall provide written notices to residents and institutions along the race route and adjacent streets impacted by the race. The notice shall be provided at least five (5) days in advance of the event and shall include the date, time and anticipated traffic measures. The notice shall also include the name of a contact person at the site, who is available by cellular phone or pager at all times during the event. A Running Legacy shall submit the text of the notices to the City Manager’s designee for approval prior to mailing. The City Manager’s designee shall have the authority to extend the notice perimeter if such action is reasonably necessary.

**8. Cleanup/Damage to Public Property.** The race route and all public property utilized shall be cleaned and restored at the conclusion of the event to its original condition. All trash,

debris, markers, signs, etc., shall be removed by A Running Legacy within 24 hours after the cessation of the event. A Running Legacy shall be responsible for any damage to public property on route, which occurs during the race as the result of the race.

**9. Insurance.** A Running Legacy shall provide the City with a certificate of insurance evidencing liability coverage, in an amount of at least \$1,000,000, naming the City of La Verne, its elected and appointed officials, employees and/or agents as additional insured. A Running Legacy shall also provide evidence of Worker’s Compensation coverage. Evidence of insurance coverage shall be submitted prior to the race.

**10. Indemnification.** A Running Legacy shall indemnify and save harmless City, its officers and employees, from and against any and all damages to property or injuries to or death of any person or persons, including property and employees or agents of City, and shall defend, indemnify and save harmless City, its officers, employees and agents, from and against any and all claims, demands, suits, actions or proceedings of any kind or nature, including, but not by way of limitation, Worker’s Compensation claims, resulting from or arising out of the conduct of the race.

**11. Notices.** Notices and correspondence shall be delivered in person or sent by certified mail to the following addresses:

**CITY:**

City of La Verne  
Attention: City Manager  
3660 “D” Street  
La Verne, CA 91750-3599  
909-596-8726

**A RUNNING LEGACY INC:**

A Running Legacy Inc.  
c/o Jason Bruton  
3501 Halbrite Avenue  
Long Beach, CA 90808  
562-355-7750

**12. Attorney's Fees.** In the event that any legal action is commenced to enforce or interpret the terms or conditions of this Agreement, the prevailing party shall, in addition to any other relief and costs, be entitled to reasonable outside attorney's fees.

**13. Termination of Agreement.** This Agreement may be terminated with cause by either party hereto. Unless earlier terminated for cause, this Agreement shall be effective on the date signed by both parties and shall terminate on December 12, 2021. The indemnification provision in paragraph 10 shall survive the termination of the Agreement and remain in full force and effect for all applicable instances resulting from the race.

**14. Entire Agreement.** This Agreement represents the entire agreement between the parties hereto as to the matters contained herein.

**15. Amendment.** This Agreement may be amended upon the written mutual agreement of the parties through their designated representatives.

IN WITNESS of the foregoing, the parties hereto have executed this Agreement on the date first written above.

**CITY OF LA VERNE**

By: \_\_\_\_\_  
Robert Russi, City Manager

**A RUNNING LEGACY INC.**

By: \_\_\_\_\_  
Jason Bruton

ATTEST:

\_\_\_\_\_  
Lupe Gaeta Estrella, CMC  
Assistant City Clerk

## SECOND READING – DECEMBER 6, 2021

### ORDINANCE NO.1107

#### **AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LA VERNE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA ESTABLISHING FIVE CITY COUNCIL DISTRICTS FOR A BY-DISTRICT ELECTORAL SYSTEM AND CERTAIN RELATED MATTERS**

**WHEREAS**, the City of La Verne currently elects the Mayor and Members of the City Council using an at-large system of elections; and

**WHEREAS**, pursuant to Government Code section 34886, the City Council has the authority to adopt an ordinance changing the system of elections in the City from an at-large election system to a by-district election system; and

**WHEREAS**, the change in the method for electing members of the City Council is made in furtherance of the purposes of the California Voting Rights Act; and

**WHEREAS**, pursuant to the requirements of Election Code section 10010, the City Council held public hearings on November 1, 2021 and November 15, 2021 regarding proposed draft district maps and received proposed draft maps from members of the public; and

**WHEREAS**, the City Council desires to implement by-district voting to be effective with the next General Municipal Election to be held on June 7, 2022; and

**WHEREAS**, on November 15, 2021, the City Council selected one of the proposed district maps to establish the City Council electoral districts in the City, which is attached hereto as Exhibit "A"; and

**WHEREAS**, the City Council has taken all legal prerequisites to the enactment of this Ordinance; and

**WHEREAS**, the City Council now desires to adopt this Ordinance to establish by-district elections in five single-member districts in the City, and to adopt the map depicting the boundaries and identifying number of the five City Council districts in the City.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LA VERNE DOES HEREBY ORDAIN AS FOLLOWS:**

**Section 1.** The above recitals are true and correct and incorporated herein by this reference.

**Section 2.** A new Chapter 2.10 - City Council Elections by District is hereby added to the La Verne Municipal Code to read as follows:

#### **CHAPTER 2.10 - CITY COUNCIL ELECTIONS BY DISTRICT**

### **2.10.010 Declaration of Purpose**

The City Council hereby declares the purpose of this Chapter is to further the purposes of the California Voting Rights Act (Elections Code 14025 et seq.), as amended.

### **2.10.020 By-District Elections for City Council**

A. Pursuant to Government Code section 34886, members of the City Council shall be elected by-district in five single-member districts. Members of the City Council shall be elected by-district meaning one member of the City Council shall be elected from each district by the voters of that district alone. Each member of the City Council shall serve a four-year term until his or her successor is qualified.

B. Pursuant to Government Code section 34882, the City Council member elected to represent a district must reside in that district and be a registered voter in that district, and any candidate for City Council must reside in, and be a registered voter in, the district in which he or she seeks election at the time nomination papers are issued, Pursuant to Elections Code section 10227.

### **2.10.030 City Council Districts Established**

A. The boundaries and identifying number of each of the five City Council districts shall be as described on the City Council District Map attached hereto as Exhibit "A", and incorporated herein by this reference.

B. The City Council districts described in subsection A, above, shall continue in effect until they are amended or repealed in accordance with law. The boundaries of the City Council districts shall be reapportioned from time to time as required by the Elections Code or any other applicable law.

### **2.10.040 Implementation of By-District Elections**

A. The by-district system of elections shall be implemented beginning at the General Municipal Election to be held June 7, 2022, as follows:

1. Members of the City Council shall be elected in districts 1, 3 and 4 beginning at the General Municipal Election on June 7, 2022, and every four years thereafter; and
2. Members of the City Council shall be elected in districts 2 and 5 beginning at the General Municipal Election in March 5, 2024, and every four years thereafter.

B. No term of any member of the City Council that commenced prior to the effective date of this Chapter shall be affected by the adoption of this Chapter.

**Section 3.** La Verne Municipal Code Section 2.08.030 - Organization meeting shall be revised to read as follows:

**2.08.030 Organizational meeting**

The City Council shall meet at the regularly scheduled meeting following the meeting at which the declaration of election results was made and choose one of its members as Mayor and one of its members as Mayor Pro Tem. In non-election years, the City Council shall choose a Mayor and Mayor Pro Tem at the first anniversary of the previous selections.

**Section 4.** Severability. The City Council declares that should any provision, section, paragraph, sentence or word of this Ordinance be rendered or declared invalid by any final court of competent jurisdiction or by reason of any preemptive legislation, the remaining provisions, sections, paragraphs, sentences or words of this Ordinance shall remain in full force and effect.

**Section 5.** Effective Date. The Mayor shall sign and the Assistant City Clerk shall certify to the passage of this Ordinance and shall cause it to be posted pursuant to the provisions of law in that regard. This Ordinance shall take effect thirty (30) days after its adoption.

**APPROVED and ADOPTED this 6<sup>th</sup> day of December, 2021.**

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Mayor Tim Hepburn,

ATTEST:

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Lupe Gaeta Estrella, Assistant City Clerk

**CERTIFICATION**

I, Lupe Estrella, Assistant City Clerk of the City of La Verne, do hereby certify that **Ordinance No. 1107** was introduced for first reading at a regular meeting on the **15<sup>th</sup> day of November, 2021**. Thereafter, said Ordinance was duly approved and adopted at a regular meeting on the **6<sup>th</sup> day of December, 2021**, of said City Council on the day of by the following vote:

AYES:






NOES:

ABSTAIN:

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Lupe Gaeta Estrella, Assistant City Clerk

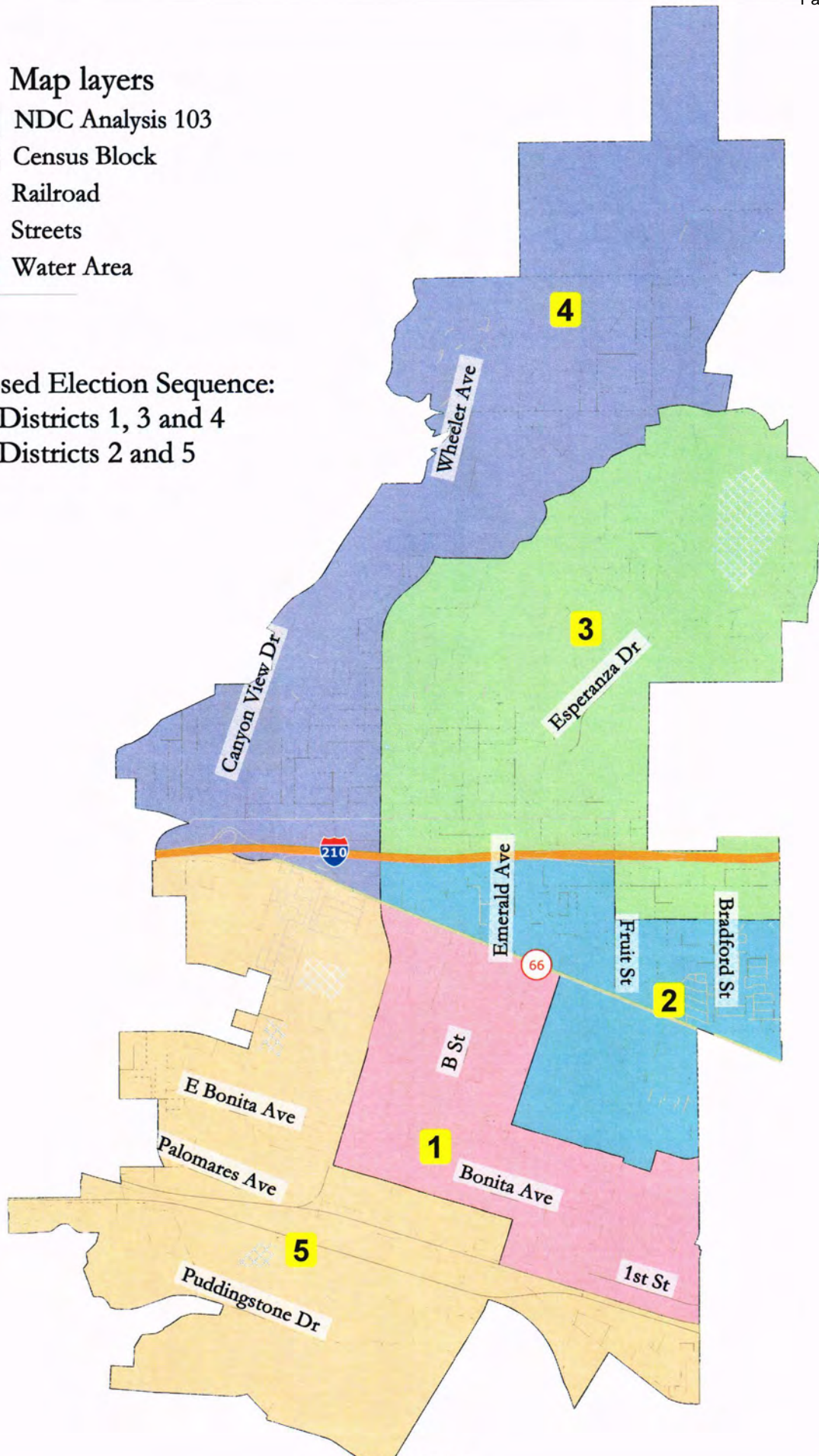
### Map layers

-  NDC Analysis 103
-  Census Block
-  Railroad
-  Streets
-  Water Area

### Proposed Election Sequence:

2022: Districts 1, 3 and 4

2024: Districts 2 and 5





NDC Analysis 103							
District		1	2	3	4	5	Total
	Total Pop	6,372	6,208	6,158	6,100	6,587	31,425
	Deviation from ideal	87	-77	-127	-185	302	487
	% Deviation	1.38%	-1.23%	-2.02%	-2.94%	4.81%	7.75%
Total Pop	% Hisp	38.9%	37%	27%	30%	46%	36%
	% NH White	47%	44%	50%	51%	37%	46%
	% NH Black	3%	5%	3%	3%	4%	3%
	% Asian-American	8%	11%	17%	13%	11%	12%
Citizen Voting Age Pop	Total	4,950	4,709	4,070	4,703	5,545	23,977
	% Hisp	33%	29%	21%	26%	41%	31%
	% NH White	59%	57%	60%	60%	44%	55%
	% NH Black	2%	4%	1%	3%	5%	3%
	% Asian/Pac.Isl.	5%	8%	15%	11%	10%	10%
Voter Registration (Nov 2020)	Total	4,507	4,197	4,791	4,646	4,566	22,707
	% Latino est.	30%	30%	20%	24%	39%	28%
	% Spanish-Surnamed	28%	27%	18%	22%	36%	26%
	% Asian-Surnamed	3%	4%	7%	6%	4%	5%
	% Filipino-Surnamed	1%	1%	1%	1%	2%	1%
	% NH White est.	65%	63%	72%	67%	52%	64%
	% NH Black	2%	4%	1%	3%	5%	3%
Voter Turnout (Nov 2020)	Total	3,698	3,413	4,138	4,005	3,677	18,931
	% Latino est.	29%	30%	20%	24%	38%	28%
	% Spanish-Surnamed	28%	27%	19%	22%	35%	26%
	% Asian-Surnamed	3%	4%	7%	5%	4%	5%
	% Filipino-Surnamed	1%	1%	1%	1%	2%	1%
	% NH White est.	66%	63%	71%	68%	53%	65%
	% NH Black	2%	4%	1%	3%	5%	3%
Voter Turnout (Nov 2018)	Total	2,534	2,371	2,932	2,869	2,532	13,238
	% Latino est.	25%	27%	17%	20%	36%	25%
	% Spanish-Surnamed	24%	25%	16%	19%	33%	23%
	% Asian-Surnamed	2%	3%	5%	4%	3%	3%
	% Filipino-Surnamed	1%	1%	1%	1%	2%	1%
	% NH White est.	70%	67%	76%	72%	56%	68%
	% NH Black est.	2%	4%	1%	3%	5%	3%
ACS Pop. Est.	Total	6,723	6,535	5,497	5,872	7,468	32,095
Age	age0-19	25%	24%	20%	21%	26%	24%
	age20-60	54%	46%	43%	49%	48%	48%
	age60plus	21%	30%	37%	30%	26%	28%
Immigration	immigrants	15%	15%	20%	19%	14%	16%
	naturalized	58%	47%	72%	88%	71%	68%
Language spoken at home	english	74%	79%	80%	79%	72%	77%
	spanish	18%	13%	5%	7%	19%	13%
	asian-lang	4%	5%	9%	9%	6%	7%
	other lang	4%	3%	6%	4%	3%	4%
Language Fluency	Speaks Eng. "Less than Very Well"	6%	7%	6%	6%	8%	7%
Education (among those age 25+)	hs-grad	46%	52%	37%	35%	48%	44%
	bachelor	20%	22%	24%	32%	16%	22%
	graduatedegree	14%	10%	26%	18%	12%	16%
Child in Household	child-under18	34%	27%	27%	27%	28%	29%
Pct of Pop. Age 16+	employed	62%	60%	55%	65%	59%	60%
Household Income	income 0-25k	13%	20%	7%	6%	20%	14%
	income 25-50k	19%	16%	9%	7%	18%	14%
	income 50-75k	20%	16%	13%	13%	14%	15%
	income 75-200k	41%	37%	52%	49%	44%	44%
	income 200k-plus	7%	12%	20%	25%	6%	13%
Housing Stats	single family	82%	76%	97%	97%	84%	86%
	multi-family	18%	24%	3%	3%	16%	14%
	rented	40%	31%	7%	9%	31%	25%
	owned	60%	69%	93%	91%	69%	75%

Total population data from the 2020 Decennial Census.

Surname-based Voter Registration and Turnout data from the California Statewide Database.

Latino voter registration and turnout data are Spanish-surname counts adjusted using Census Population Department undercount estimates. NH White and NH Black registration and turnout counts estimated by NDC. Citizen Voting Age Pop., Age, Immigration, and other demographics from the 2015-2019 American Community Survey and Special Tabulation 5-year data.



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# Agenda Report

CITY OF LA VERNE  
*City Attorney's Office*

**DATE:** December 6, 2021

**TO:** Honorable Mayor and City Council

**FROM:** Robert Kress, City Attorney

**SUBJECT:** Change of General Municipal Election Date to Coincide with Statewide Primary Election in Even-Numbered Years

---

## **AGENDA SUMMARY:**

Due to the State changing the statewide primary to March in presidential primary years, but retaining the June date for non-presidential primary years, the City must conform its General Municipal Election date to the state dates. This is required by the California Voter Participation Rights Act. The next La Verne General Municipal Election will be held on June 7, 2022.

## **RECOMMENDATION:**

The City Attorney recommends that the City Council waive further reading of Ordinance 1108, which will designate La Verne General Municipal Election dates to coincide with the statewide primary election and place the Ordinance on first reading.

## **BACKGROUND:**

In December, 2017, La Verne changed its "stand alone" General Municipal Election to comply with the California Voter Participation Rights Act. The City Council adopted Ordinance 1080 which set the election to coincide with the statewide primary election which was set for March of even-numbered years. The Legislature has decided to change the statewide primary to June in non-presidential primary years.

Ordinance No. 1108, presented tonight, will set the City's future General Municipal Elections on the same date as the statewide primary election (March in presidential-primary election years and June in non-presidential election years) .

State law extended current terms of office that would have expired in March or April of 2022 to expire following the certification of election results from the 2022 statewide primary election and the administration of the oath of office to the newly elected officeholder.

**ORDINANCE NO. 1108**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LA VERNE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA CHANGING THE DATE OF THE CITY'S GENERAL MUNICIPAL ELECTION FROM THE FIRST TUESDAY AFTER THE FIRST MONDAY OF MARCH IN EVEN-NUMBERED YEARS TO THE DATE OF THE STATEWIDE PRIMARY IN ELECTION YEARS**

**WHEREAS**, the City of La Verne was required under the Voter Participation Rights Act to change the date of the City's general municipal; election to coincide with statewide election dates and did so by adopting Ordinance No. 1080; and

**WHEREAS**, in September 2020, after the City Council adopted Ordinance 1080 as required, the California Legislature passed Senate Bill 970 which changed the date of the statewide primary to the first Tuesday after the first Monday in June of even-numbered years without a presidential primary, but kept the date of the statewide primary as the first Tuesday after the first Monday in March of even-numbered years with a presidential primary; and

**WHEREAS**, the La Verne City Council will remain in compliance with Senate Bill 415 by changing the date of the general municipal election to the date of the statewide primary election of each even-numbered year, although this will result in a different election date depending on the year; and

**WHEREAS**, the terms of the Council office set to expire in March or April of 2022 prior to the adoption of this Ordinance, have been extended to expire following the certification of results from the 2022 statewide primary election and the administration of the oath of office to the newly elected officeholder by Elections Code 1305 (a).

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LAVERNE DOES HEREBY ORDAIN AS FOLLOWS:**

**Section 1.** Change of Election Day. The City Council hereby establishes the date of the statewide primary election in each even-numbered year as the date of the general municipal election in the City of La Verne commencing in June, 2022.

**Section 2.** Ordinance No. 1080 is hereby repealed.

**Section 3.** Request to the County. The Assistant City Clerk shall forward a copy of this Ordinance to the County Elections Division and Clerk of the Board of Supervisors with the request that the Board of Supervisors approve this Ordinance and provide the City with notice of such approval.

**Section 4.** Operative Date. This Ordinance shall not become effective until approved by the County Board of Supervisors pursuant to Elections Code 1301(b)(1).

**Section 5.** Severability. The City Council declares that should any provision, section, paragraph, sentence or word of this Ordinance be rendered or declared invalid by any final court of competent jurisdiction or by reason of any preemptive legislation, the remaining provisions, sections, paragraphs, sentences or words of this Ordinance shall remain in full force and effect.

**Section 6.** Signature and Processing. The Mayor shall sign and the Assistant City Clerk shall certify to the passage of this Ordinance and shall cause it to be posted pursuant to the provisions of law in that regard.

**APPROVED and ADOPTED this day of December, 2021.**

---

Mayor Tim Hepburn

ATTEST:

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Lupe Gaeta Estrella Assistant City Clerk

#### **CERTIFICATION**

I, Lupe Estrella, Assistant City Clerk of the City of La Verne, do hereby certify that **Ordinance No. 1108** was introduced for first reading at a regular meeting on the **6th day of December, 2021**. Thereafter, said Ordinance was duly approved and adopted at a regular meeting on the **20th day of December, 2021**, of said City Council on the day of by the following vote:

AYES:  
NOES:  
ABSTAIN:

---

Lupe Gaeta Estrella, Assistant City Clerk

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# Agenda Report

CITY OF LA VERNE

*Community Development Department*

**DATE:** December 6, 2021  
**TO:** Honorable Mayor & City Council  
**FROM:** Candice Bowcock, Principal Planner  
**SUBJECT:** Active Transportation Plan

---

## **AGENDA SUMMARY**

The Active Transportation Plan establishes the City's vision and comprehensive approach to improving walking, biking, and rolling in La Verne. The Plan strives to improve facilities, such as sidewalks and bike lanes to enhance access to and experiences of active transportation and provide more opportunities for local, recreational movement, inclusive of any age or ability.

## **RECOMMENDATION**

Staff, Planning Commission, and the Active Transportation Committee recommend the City Council approval of the proposed Active Transportation Plan by adopting Resolution Number 21-91.

## **BACKGROUND**

Active transportation refers to any form of human-powered transportation including walking, cycling, using a wheelchair, in-line skating, or skateboarding. There are many ways to engage in active transportation, whether it is walking to the bus stop, or bicycling to school or work.

On September 8, 2016, staff organized and hosted an active transportation workshop. There were about 50 people who attended, including La Verne residents, bicycle riders from other surrounding cities, as well as employees from Metro. During the workshop, those in attendance were given information on the General Plan policies relating to bicycles, the Gold Line, and the La Verne Bicycle Gap Closure Project, which is a part of an active transportation grant. During the community outreach portion of the workshop, attendees were also given the chance to give input on the kind of amenities, programs, and facilities they would like to see throughout the community and many people had suggestions/opinions that can be seen in Attachment C. A previous member of the Planning Commission, Norm Faustini, also attended and participated in the workshop. The active transportation policies will be important components of the City's long range planning efforts, such as Specific Plans and the General Plan.

On November 1, 2016 the Development Review Committee reviewed the outcome from the workshop and provided supportive feedback to move forward with the Plan.

The Planning Commission, at the November 9, 2016 meeting, also supported staff continuing to move forward and to work with key members of the active transportation community to create an Active Transportation Plan.

City Council Agenda Report  
Active Transportation Plan  
December 6, 2021

On December 19, 2016, the City Council was presented with the information gathered from the workshop as well and concurred with staff's plans for the next steps for the creation of the Plan. (Attachment C)

In March of 2018, the City Council approved an agreement with Kittelson & Associates, Inc. to coordinate and prepare an Active Transportation Plan for the City of La Verne. Since then, Staff and Kittelson continued to work with key members of the active transportation community to create the Plan.

In June of 2019, the City Council formed an Active Transportation Committee to ensure roadways enable safe, attractive, comfortable, and independent access and travel for all active transportation uses and motorists. At this time, staff also began to include members of this committee in the development of the Plan.

On February 11, 2020, staff presented the Active Transportation Plan to the Active Transportation Committee. The Committee reviewed the Plan and staff received some feedback from one member that was incorporated into the Plan that is now before the City Council. (Attachment D)

The Planning Commission had a meeting on November 10, 2021, where the Plan was reviewed. The Planning Commission had a few very specific concerns regarding existing conditions of intersections in the City. Staff explained that these concerns would be given to the Public Works Department for their review and possibly be discussed more at a future Active Transportation Committee meeting. Overall the Planning Commission supported the Plan and recommended the adoption of the Plan to the City Council.

### **Analysis:**

The Active Transportation Plan includes a complete Bicycle Master Plan combined with targeted pedestrian and safe routes to school planning efforts. This Plan will be a map for developing pedestrian and bicycle infrastructure in the City, with an emphasis on promoting walking and bicycling as viable transportation options and fostering a practical, safe, and enjoyable environment for these activities. The Plan also hopes to focus on a number of projects to improve and expand upon the existing pedestrian and bicycle networks and encourage walking and bicycling for recreational and commuter trips. The City of La Verne General Plan Update and public support of biking and walking provide the foundation of the Active Transportation Plan, which lays out the next steps in promoting and enhancing active travel in La Verne.

The Plan strives to improve facilities, such as sidewalks and bike lanes, enhance access to and experiences of active transportation and provide more opportunities for local, recreational movement, inclusive of any age or ability. Whether rolling home from school or walking in Old Town La Verne, active transportation makes up a portion of everyone's travel. An action plan is included with goals, actions, improvement projects, and programs intended to encourage active transportation throughout the City. The Plan hopes to achieve these goals by fulling understanding the current conditions in the City and determining needs and areas for improvement. It describes existing bicycle and pedestrian facilities, the current regulatory framework, and travel trends that inform the City's goals and actions around walking and biking. It includes a review of the existing active transportation conditions in La Verne, including existing facilities, volume of bicyclist and pedestrian activity, commute patterns, bicyclist level of stress, and active transportation-related crash history. It also includes an analysis of destinations for people walking, biking, and rolling, including schools, parks, trails, and commercial and

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employment centers and the needs discussed in the Plan include the recommended walking and biking improvements.

The Plan provides an implementation plan for understanding the recommended bicycle and pedestrian projects. These projects are supported by planning-level cost estimates to understand the relative resources required for implementation. It identifies funding sources that the City can utilize to complement its own funds (e.g., local, regional, state, and/or federal funding sources). Securing additional resources will help fulfill the City's timely implementation and address the needs of all residents.

As highlighted in the Existing Conditions and Needs section of this Plan, there are opportunities to improve conditions in La Verne. Some of the barriers that were documented in the Plan include:

- Noticeable increase in grade north of Baseline Road
- Crossing the I-210 freeway and ramps
- Navigating and crossing Arrow Highway and Foothill Boulevard
- Crossing at large/complex intersections.
- At-grade rail crossings
- Connectivity gaps to and from Marshall Canyon Trail

Recommendations build upon the findings in this section and are informed by public feedback received through the Active Transportation Committee meetings, workshops, and interactive web map that was made available to the public. The recommendation maps can be found in Figure 6 and 7 in the Plan.

Fully implementing the recommended improvements of the Active Transportation Plan will require creativity in identifying funding opportunities, applying for and winning implementation grants, integrating active transportation improvements into other project development or maintenance projects, and adjusting the recommended projects as new connections, needs, or opportunities arise. A brief summary of potential opportunities that may best fit available funding sources are described on pages 43-44 in the Plan.

**Environmental Determination:**

The 2020 California Public Resources Code, Division 13, Environmental Quality Chapter 2.6, General Section 21080.25 states that Active Transportation Plans are exempt from the California Environmental Quality Act, if: it is a public agency project, in an urban area, there is no new auto capacity, and no demolition of affordable housing. This Plan thereby qualifies for the exemption.

- Attachments:
- A. Draft Resolution Number 21-91
  - B. Active Transportation Plan 2/2021
  - C. City Council Agenda Report 12/19/2016



RESOLUTION NO. 21-91

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LA VERNE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, ADOPTING THE ACTIVE TRANSPORTATION PLAN.

WHEREAS, on November 10, 2021, the Planning Commission considered the Active Transportation Plan, finding the plan to be in conformance with the goals and objectives on the La Verne General Plan; and

WHEREAS, Sections 2.48.020 through 2.48.165 of the La Verne Municipal Code empower the Planning Commission to recommend appropriate legislation to the City Council regarding the orderly growth, development, and environmental character of the community; and

WHEREAS, Sections 65453 et seq. of the California Government Code authorize the Planning Commission to consider and recommend action to the City Council concerning plans; and

WHEREAS, on December 6, 2021, the City Council considered the Active Transportation Plan, finding the plan to be in conformance with the goals and objectives on the La Verne General Plan.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of La Verne as follows:

**Section 1. Environmental Determination.** The City Council HEREBY FINDS and DETERMINES that the Active Transportation Plan is exempt per the 2020 California Public Resources Code, Division 13, Environmental Quality Chapter 2.6, General Section 21080.25 that states that Active Transportation Plans are exempt from the California Environmental Quality Act, if: it is a public agency project, in an urban area, there is no new auto capacity, and no demolition of affordable housing.

**Section 2. Findings.** In recommending the approval of the proposed plan, the Planning Commission HEREBY FINDS AND DETERMINES:

1. The proposed plan is in conformance with the goals and objectives of the General Plan.
2. Public necessity, general welfare, and effective city planning practice require and support the new plan.
3. Adoption of the plan would not negatively affect the City.

**Section 3. Approval.** Based upon the above findings, the City Council HEREBY APPROVES and ADOPTS the Active Transportation Plan and accompanying environmental documents.

**Section 4.** The Mayor shall sign and the Assistant City Clerk shall attest to the passage of this Resolution.

City Council Resolution Number 21-91

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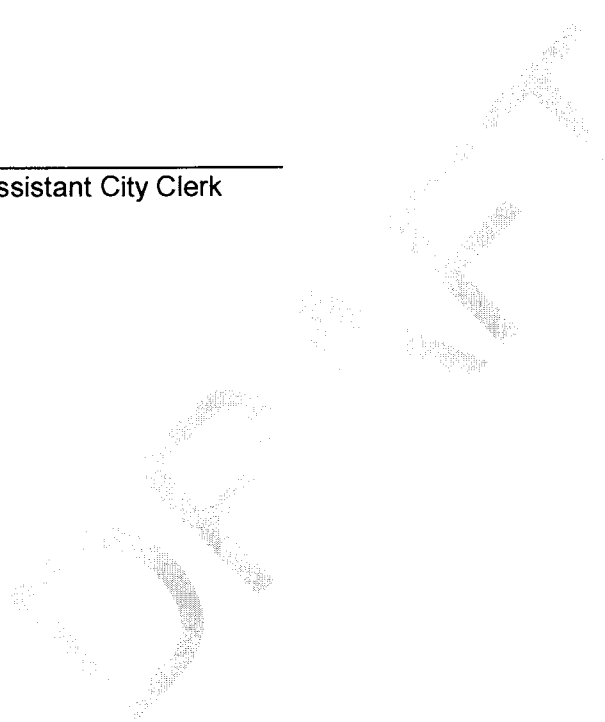
PASSED, APPROVED AND ADOPTED this 6<sup>th</sup> day of December 2021 by the following vote:

- AYES:
- NOES:
- ABSENT:
- ABSTAIN:

\_\_\_\_\_  
Mayor, City of La Verne

ATTEST:

\_\_\_\_\_  
Lupe Estrella, Assistant City Clerk



# City of La Verne Active Transportation Plan



February 2021



KITELSON & ASSOCIATES, INC.

750 The City Drive, Suite 410

Orange, CA 92868 | P 714.468.1997

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## INTRODUCTION

The City of La Verne Active Transportation Plan (ATP) establishes the City's vision and comprehensive approach to improving walking, biking, and rolling in La Verne. The 2020 City of La Verne General Plan Update and public support of biking and walking provide the foundation of the ATP, which now lays out next steps in promoting and enhancing active travel in La Verne.

The ATP serves to improve active transportation, including biking, walking, and rolling, in La Verne. Improving active transportation supports healthy living, transit connections, and the ability to travel without a car. Improved facilities, such as sidewalks and bike lanes, enhance access to and experiences of walking, biking, and rolling—and provide more opportunities for local, recreational movement. Whether rolling home from school or walking in Old Town La Verne, active transportation makes up a portion of everyone's travel. Improvements to active transportation facilities offer an opportunity to enhance travel experiences for all travelers, inclusive of any age or ability.

The ATP provides an action plan for goals, actions, improvement projects, and programs intended to encourage walking, biking, and rolling throughout La Verne. This Plan identifies facility needs that will enhance the safety and comfort of biking and walking for every resident, employee, and visitor of La Verne regardless of age, income, background, or ability. Definitions of common terms used in the ATP can be found in Appendix G.

## VISION

The City of La Verne Active Transportation Plan is guided by the following vision:

**The City of La Verne will be a place where any resident, visitor, or employee is able to walk, bike, and roll to destinations throughout the city. The City will provide a convenient and safe place to walk and bike, creating a welcoming environment, and establish a culture that encourages active transportation.**

## PLAN PURPOSE

This Plan achieves this vision by:

- ▶ **Understanding existing walking, biking, and rolling facilities.** Understanding current conditions in the city is essential to determining needs and areas for improvement. This plan describes existing bicycle and pedestrian facilities, the current regulatory framework, and travel trends that inform the City's goals and actions around walking and biking.
- ▶ **Assessing active transportation needs in the city.** This Plan examines the needs of all people walking, biking, and rolling across the city, including the specific needs of diverse user groups and for various destinations. These needs have been identified and are used to shape the City's goals for increasing active travel.
- ▶ **Establishing goals, actions, and performance measures to fulfill the ATP.** The goals, actions, and performance measures set forth in this Plan will guide the City as it works to improve active transportation facilities and initiate supportive programs to provide a safer and more comfortable active transportation system in La Verne.
- ▶ **Identifying an implementation plan bicycle and pedestrian projects.** This Plan provides an implementation plan for realizing the recommended bicycle and pedestrian projects. These projects are supported by planning-level cost estimates to understand the relative resources required to implement the ATP.
- ▶ **Identifying funding opportunities to augment local funds.** This Plan identifies funding sources that the City can utilize to complement its own funds (e.g., local, regional, state, and/or federal funding sources). Securing additional resources will help fulfill the City's timely implementation of the ATP and address the needs of all people walking and biking in La Verne.



## CONTEXT AND REGULATORY FRAMEWORK

This chapter discusses the overall context and trends of walking, biking, and rolling within La Verne. An understanding of current conditions of users' experiences and challenges of active transportation is essential to creating a network that serves the needs of all people walking, biking, and rolling. To inform this understanding, multimodal volumes, mode share, and crash data were collected and analyzed. Analysis of these data supports the development of planned improvements for the City. The chapter concludes with a summary of the overall planning and regulatory framework applicable to the ATP.

### PLAN CONTEXT

The City of La Verne has an estimated population of 32,078 covering approximately 8.56 square miles<sup>1</sup>. Situated at the eastern edge of the San Gabriel Valley in Los Angeles County, La Verne is bordered by the cities of San Dimas, Claremont, and Pomona. Growing from a railroad community established in 1887 as "Lordsburg," La Verne grew around the local citrus community and University of La Verne.

The topography of the city is relatively flat land south of Baseline Road before climbing into the San Gabriel Mountains to the north of Baseline Road. Some roadways present grades that may be challenging for a portion of people walking and biking. This combination of topographies offers both opportunity for low-effort walking, biking, and rolling to the south while the grades to the north may limit the ease of walking or biking for some of the City's residents. Low physical stress walking and biking routes in the north end of the city must consider these grades to provide a comfortable walking or biking route for the majority of the population.

La Verne's road facilities range from local neighborhood streets to major freeways. Interstate 210 (I-210) runs east-west and bisects the city. In the southern part of La Verne, the street network is primarily gridded, consisting of residential neighborhoods with commercial corridors and office and industrial uses on the edge of the City. To the north, the street network is curvilinear with lower-density neighborhoods.



<sup>1</sup> U.S. Census Bureau, 2012-2016 American Community Survey (ACS) Five-Year Estimates.

## TRAVEL PATTERNS

The U.S. Census Bureau American Community Survey (ACS) is an ongoing survey that seeks to inform community leaders about the changes taking place in their communities. The ACS is relevant to the ATP because it provides data on how people commute to and from work. According to the ACS, approximately 6% of households in La Verne do not own a car and rely on other modes of transportation (such as bicycling, walking, carpooling, or taking transit) for everyday travel. These households include students living in the City as well as persons living in retirement or senior-living communities; both groups tend to have lower rates of vehicle ownership.

Table 1 presents selected socioeconomic statistics for the City of La Verne and presents them comparatively with Los Angeles (LA) County, California, and the United States. The City has a higher proportion of older adults (aged 65 or older) than LA County, California, or the United States, representing over 18% of the population. The population of children and young adults (under 18 years old) is in line with the broader county, state, and national percentages. The city also has a slightly lower percentage of households without a vehicle (6.2%) compared to the county, state, and national percentages.

Table 1: Selected ACS Socioeconomic Statistics

	La Verne	Los Angeles County	California	United States
Under 18 years of age <sup>1</sup>	22%	23%	24%	23%
65 years of age or older <sup>1</sup>	18.5%	12.2%	12.9%	14.5%
Households without vehicles <sup>2</sup>	6.2%	9.5%	7.6%	9.0%

Source: 2010 U.S. Census; 2012-2016 American Community Survey Five-Year Estimates.

*Note: the ACS does not represent the full picture of how people choose to travel. It also excludes non-commute trips, such as recreation or trips for everyday non-work needs or household-supporting trips, which can be significant portions of individuals' travel. This is noteworthy in the ATP because people in La Verne may currently walk or bike for leisure more frequently than they do for their commute.*

## DESTINATIONS

While much of La Verne consists of residential neighborhoods, there are a number of key destinations throughout the City. Key destinations are briefly summarized below:

- ▶ **Old Town La Verne:** Several businesses and retail establishments are in Old Town La Verne, primarily along D Street and Bonita Avenue. D Street in Old Town La Verne serves as the City's main street with business extending along Bonita Avenue as well.
- ▶ **Foothill Boulevard:** Several larger shopping centers with businesses and other commercial facilities exist along this corridor between I-210 and the eastern City limits.
- ▶ **Schools and Colleges:** Schools and colleges located in La Verne include:
  - University of La Verne
  - Bonita High School
  - Damien High School
  - Lutheran High School
  - Calvary Baptist School
  - Ramona Intermediate School
  - Oak Mesa Elementary School
  - La Verne Heights Elementary School
  - J. Marion Roynon Elementary School
  - Grace Miller Elementary School
  - La Verne Wesleyan Preschool
  - Kiddie Academy
  - Bright Beginnings Preschool

Allen Avenue Elementary School and the La Verne Parent Participation Preschool are located immediately outside the City limits.

- ▶ **Parks and Recreational Areas:** Parks and other recreational facilities in La Verne include La Verne Sports Park, Las Flores Park, and Pelota Park. Additionally, several small neighborhood parks are dispersed through the city. The San Dimas Canyon Dam Area portion of the Angeles National Forest lies at the northern edge of the City and Frank G. Bonelli Regional Park (Bonelli Park) is located to the south. Additionally, the San Dimas Canyon Park near the Fox Glen neighborhood is also a popular recreation destination for residents.
- ▶ **Civic Center:** The civic center of La Verne is located at D Street and Durward Way with several community resources available for residents and visitors including the La Verne City Hall, Community Center, and Library.
- ▶ **Recreational Trails:** The Marshall Canyon Trail traverses the City as a partially paved shared use path and unpaved trail connecting to recreational trails. The Marshall Canyon Trail extends from the Angeles National Forest to the north to Bonelli Park to the south.
- ▶ **Regional Transit:** Transit riders have access to Metrolink commuter and Amtrak passenger rail services in Pomona. Within La Verne, the Fairplex Metrolink station is only operational during the Los Angeles County Fair and is in the southern area of the City, adjacent to the Fairplex. The Los Angeles County Metropolitan Transportation Authority (LA Metro) plans to provide light rail service to La Verne with the extension of the L Line (Gold).
- ▶ **Local Transit:** La Verne residents, employees, and visitors can access Foothill Transit buses from several bus stops along Foothill Boulevard and Bonita Avenue. Foothill Transit provides bus service in the San Gabriel and Pomona Valleys. There are also two routes that serve portions of the City:
  - *Foothill Transit Route 197:* Stopping in the southeastern corner of the City at White Avenue & Arrow Highway; and,
  - *Foothill Transit Route 291:* Connecting between Fruit Street, Baseline Road, Towne Avenue, and Foothill Boulevard between La Verne and Claremont.





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## REGULATORY FRAMEWORK AND RELATED PLANS

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The City of La Verne Active Transportation Plan will guide the City's efforts to create a safe and comfortable bicycling and walking environment. In addition to the goals, actions, and performance measures identified in the ATP, there are several other plans, programs, and regulations that can inform the planning and design of active transportation facilities. This regulatory and planning context is briefly summarized below.

### FEDERAL

#### Americans with Disabilities Act

The Americans with Disabilities Act (ADA) provides comprehensive rights and protections to individuals with disabilities. The goal of the ADA is to assure equality of opportunity, full participation, independent living, and economic self-sufficiency. The United States Access Board has created accessibility guidelines for public rights-of-way. The guidelines address various issues and accessibility challenges that are highly relevant to the ATP, including roadway design practices, slope and terrain issues, pedestrian access to streets, sidewalks, curb ramps, street furnishings, pedestrian signals, parking, and other components of public rights-of-way.

### STATE

#### California Bicycle Transportation Act

California Streets and Highways Code section 890-894.2 is known as the California Bicycle Transportation Act. This legislation, adopted in 1994, establishes the responsibilities of state and local agencies regarding bicycle safety, signage, traffic control, right-of-way, and other matters related to non-motorized transportation. The California Bicycle Transportation Act establishes minimum efforts in data collection and planning that local governments must accomplish to remain compliant with state law. The legislation seeks "to establish a bicycle transportation system designed and developed to achieve the functional commuting needs of the employee, student, businessperson, and shopper as the foremost consideration in route selection, to have the physical safety of the bicyclist and bicyclist's property as a major planning component, and to have the capacity to accommodate bicyclists of all ages and skills."

A city or county government may complete a bicycle transportation plan pursuant to section 891.2 for their project to be considered by the California Department of Transportation (Caltrans) for funding. In cooperation with county and city governments, Caltrans establishes minimum safety design criteria for the planning and construction of bikeways and roadways where bicycle travel is permitted. Caltrans also establishes uniform specifications and symbols for signs, markers, and traffic control devices to designate bikeways, regulate traffic, improve safety and convenience for bicyclists, and alert pedestrians and motorists of the presence of bicyclists on bikeways and on roadways where bicycle travel is permitted. The ATP establishes La Verne's plan for a bicycle transportation system consistent with the Bicycle Transportation Act and Caltrans standards.

#### Caltrans Deputy Directive 64

On March 6, 2001, Caltrans adopted Deputy Directive 64 (DD-64), a policy directive related to non-motorized travel that applies to state highways. The directive reads:

"[Caltrans] fully considers the needs of non-motorized travelers (including pedestrians, bicyclists and persons with disabilities) in all programming, planning, maintenance, construction, operations, and project development activities and products."

In support of this directive, Assembly Concurrent Resolution No. 211, which became effective in 2002, encourages local jurisdictions to implement the policies in the directive when constructing transportation projects. In 2008, Caltrans issued DD-64-R1, which supersedes DD-64. DD-64-R1 reiterates the policy to provide

for all travelers of all ages and abilities in all activities and products on the state highway system and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system. The ATP directly supports this policy directive by understanding the needs of bicyclists and pedestrians and suggesting projects, programs, and policies to meet their needs.

## California Complete Street Act of 2008

The California Complete Streets Act of 2008 (AB 1358) requires Cities and Counties to include in the circulation elements of their general plans policies and programs supporting the development of a well-balanced, connected, safe, and convenient multimodal transportation network. This network should consist of complete streets, which are designed and constructed to serve all users of local streets and highways, regardless of individuals' age or ability, or whether they are driving, walking, bicycling, or taking transit. The network should allow for all users to travel effectively by motor vehicle, foot, bicycle, and transit to reach key destinations within their community and the larger region. The ATP supports this Act by improving the ease and accessibility of pedestrian and bicycle facilities and connecting those improvements with local destinations and travel patterns.

## REGIONAL AND LOCAL

### La Verne General Plan Update (2020)

The La Verne General Plan updates the existing the City's 1998 General Plan and is expected to be completed in summer 2020. The General Plan is a long-range planning document that guides growth, traffic patterns, and housing. The Plan's Mobility Element is being developed concurrently with the La Verne ATP. The Mobility Element documents existing conditions for all transportation modes and analyzes demographic data for the city. The Mobility Element of the General Plan establishes the overall goals and vision for transportation within La Verne and is supplemented by the ATP which provides a specific plan of action for improving walking, biking, and rolling in La Verne.

### Los Angeles Metro Active Transportation Strategic Plan (2016)

The Los Angeles Metropolitan Authority's (Metro) Active Transportation Strategic Plan is the countywide effort to identify strategies to increase walking, bicycling, and transit use in Los Angeles County. The Plan's policy and infrastructure recommendations requires collaboration between Metro, local and regional agencies, and other stakeholders for implementation. The Plan focuses on improving first and last mile access to transit and proposes a regional network of active transportation facilities, including shared-use paths and on-street bikeways, which the ATP also addresses within La Verne's city limits.

### Southern California Association of Governments Regional Transportation Plan (2016)

The Southern California Association of Governments (SCAG) 2016-2040 Regional Transportation Plan (RTP/SCS) serves as the overarching vision for the majority of Southern California over the next two and a half decades. Developed in close partnership with the region's 191 cities, six counties, and tribal governments, the RTP/SCS includes investments in public transportation, bike paths, and pedestrian improvements to allow the region to meet and exceed greenhouse gas reduction targets. Primary objectives of the RTP/SCS include promoting walking, biking, and other forms of active transportation, also aligning with the objectives of the ATP. The RTP/SCS is currently being updated for 2020 as "Connect SoCal." The draft plan continues to prioritize active transportation and complete streets improvements as a core goal of the RTP/SCS.

## Old Town La Verne Specific Plan (2013)

The Old Town La Verne Specific Plan was adopted in 2013 to plan for the preservation of the historic and unique character of Old Town and create an attractive environment for pedestrians, bicyclists, and transit users. These connections will facilitate riders and others to the future L Line (Gold) Station and surrounding area. The ATP includes bicycle and pedestrian facilities in Old Town La Verne, which will support future transit access.

## East San Gabriel Active Transportation Plan (2013)

The East San Gabriel Valley Active Transportation Plan covers 21 unincorporated communities in the East San Gabriel Valley, including several communities adjacent to the City of La Verne. The Plan seeks to encourage walking, biking, and transit ridership within the unincorporated communities covered by the Plan. These communities include the unincorporated areas adjacent or nearby to La Verne including East San Dimas, Northeast San Dimas, West Claremont, and North Pomona. The Plan makes several recommendations to improve active transportation facilities in the East San Gabriel Valley to consider for integration with the La Verne ATP.

## Gold Line Foothill Extension First/Last Mile Plan (2019)

The First Mile/Last Mile Plan for the Foothill L Line (Gold) extension identifies pathways and physical improvements that help people walk, bike, and access the future stations along the Metro L Line (Gold) extension, including the future La Verne Station. The First Mile/Last Mile plan proposes improvements to the walking, biking, and rolling network for intersections and roadways in the vicinity of the future station.





## EXISTING CONDITIONS

This chapter examines the existing active transportation conditions in La Verne, including existing facilities, volume of bicyclist and pedestrian activity, commute patterns, bicyclist level of stress, and active transportation-related crash history. Discussion of each of these topics are provided in the subsections below.

### EXISTING BIKEWAY NETWORK

Bicycle facilities can be categorized into one of four facility types:

- ▶ **Bike Path or Shared-Use Path (Class I).** A paved right-of-way for bicycle travel that is separate from any street or highway.

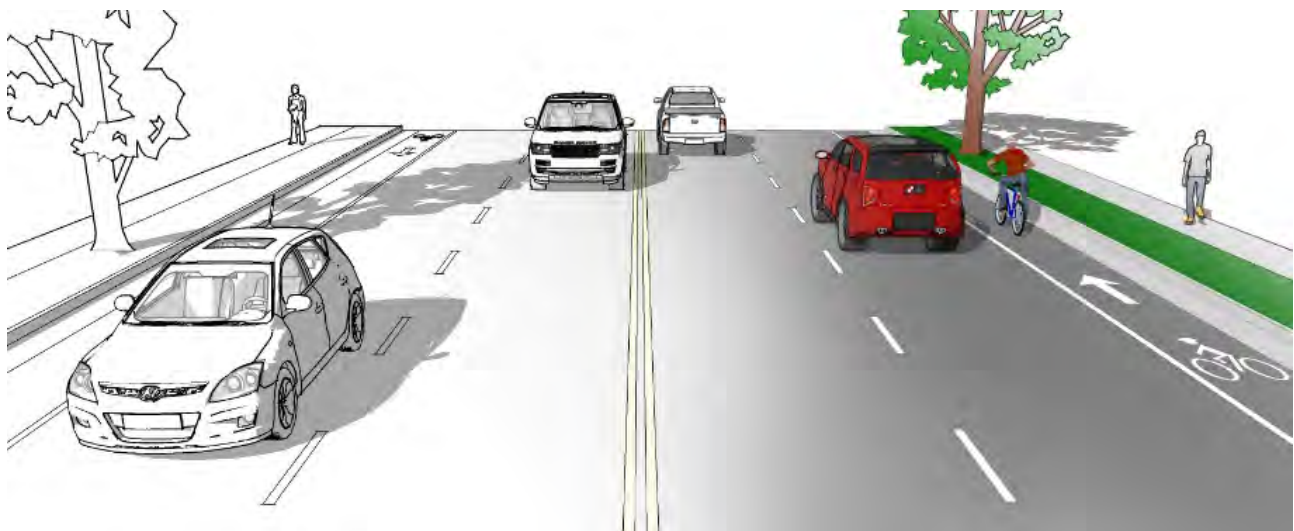
Bike or Shared-Use Path Typical Cross Section



Source: Kittelson & Associates, Inc. 2020

- ▶ **Bike Lane (Class II).** A striped and stenciled lane for one-way bicycle travel on a street or highway. This facility could include a painted buffered space between the bike lane and vehicle lane.

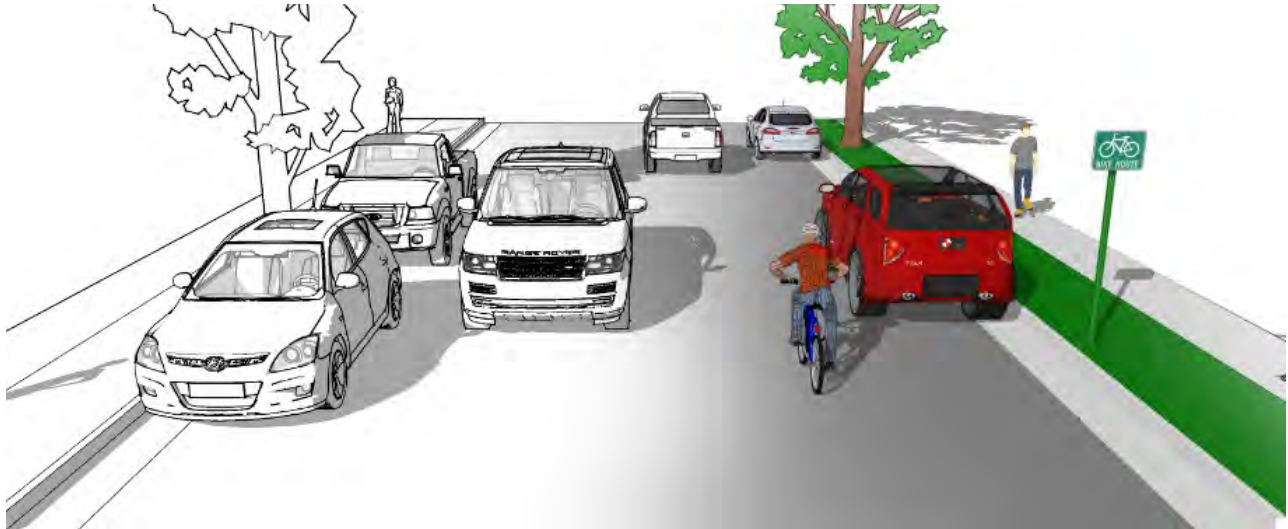
Bike Lane Typical Cross Section



Source: Kittelson & Associates, Inc. 2020

- ▶ **Bike Route (Class III).** A designated route along a street or highway wherein the bicyclist shares the right-of-way with motor vehicles. Bicycle route signs may be used to indicate the route presence along the roadway. This facility can also be augmented using shared-lane markings (sharrows). An enhanced bike route, also known as a bicycle boulevard or greenway, can include traffic calming treatments to slow down vehicles in addition to bikeway markings and signs.

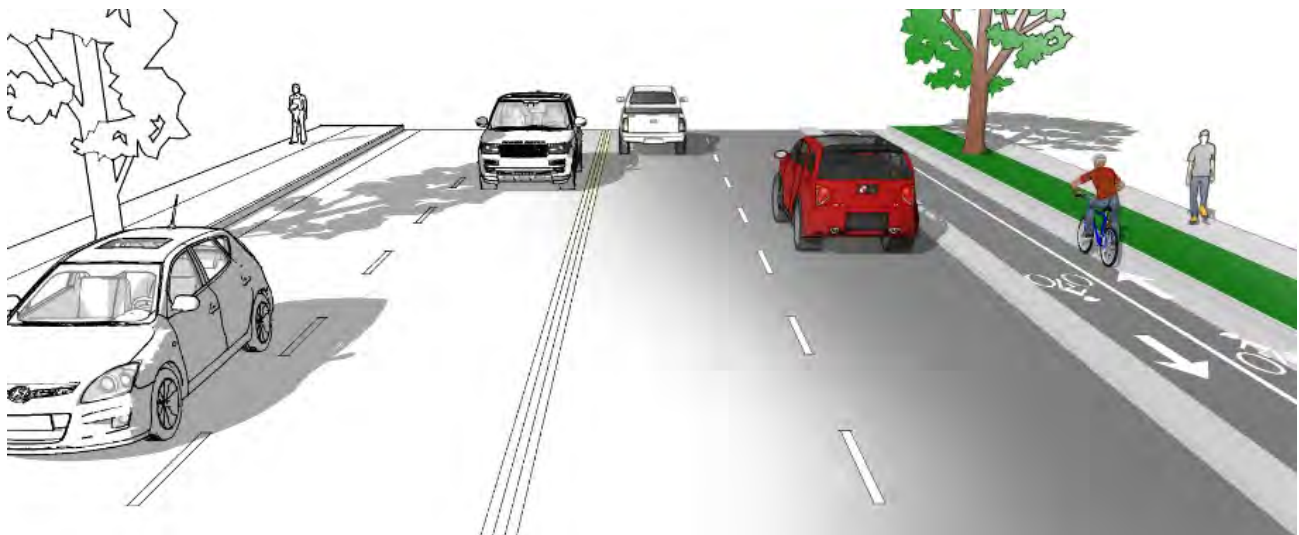
Bike Route Typical Cross Section



Source: Kittelson & Associates, Inc. 2020

- ▶ **Separated Bike Lane (Class IV).** A bikeway for the exclusive use of bicycles including a separation required between the separated bikeway and the through vehicular traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking. Class IV facilities may be located on both sides of the street or on one side of the street (as a two-way bikeway).

Two-Way Separated Bike Lane Typical Cross Section



Source: Kittelson & Associates, Inc. 2020

Existing bikeways in La Verne are described below and are presented in Figure 1.

- ▶ **Shared-Use Paths or Bike Paths (Class I).** These recreational trails provide off-street connections for both bicyclists and pedestrians. Class 1 facilities in La Verne include:
  - a Class I bike path running parallel along Fairplex Drive from Wright Avenue to the city limits; and,
  - the Marshall Canyon Trail is a paved shared use path from Bonita Avenue to Paseo Avenue.
- ▶ **Bike Lanes (Class II).** There are Class II bicycle lanes on the following roadways:
  - White Avenue from Foothill Boulevard to 8<sup>th</sup> Street;
  - Fruit Street from Foothill Boulevard to Baseline Road;
  - Baseline Road from Landeros Avenue to just east of Foothill Boulevard;
  - Wheeler Avenue from Baseline Road to Paseo Avenue;
  - Bonita Avenue from the western city limits to the eastern city limits; and,
  - Puddingstone Drive from Fairplex Drive to Wheeler Avenue.
- ▶ **Bike Routes (Class III).** There are Class III bicycle routes on Puddingstone Drive west of Wheeler Avenue and on Damien Avenue from Foothill Boulevard to Bonita Avenue.
- ▶ **Other facilities include:**
  - Two bicycle/pedestrian bridges over the I-210 freeway on Bixby Drive and Chelsea Drive.
  - The Marshall Canyon Trail is a multi-use trail open to bicyclists, pedestrians, and equestrians. The trail extends diagonally through the City and varies between a flood control channel, a natural dirt trail, and a Class I shared-use path. The trail is unpaved north of Orangewood Street.
  - Additional shorter multi-use trails, including:
    - a trail connecting Los Encinos Park with the surrounding neighborhoods;
    - the trails running between Heritage Park, Oak Mesa Park, and north along the drainage to just north of Via Arroyo;
    - the trail connecting between Canyon Crest Drive and Esperanza Drive;
    - the trail running from the southern portion of the Golden Hills Wilderness Park at Country Club Drive up to Golden Hills Road; and,
    - various access point to the Marshall Canyon Trail including at the eastern end of Via Arroyo and near the intersection of Golden Hills Road and Esperanza Road.

## PREVIOUSLY IDENTIFIED BIKEWAY IMPROVEMENTS

The City's 1998 General Plan, which is currently undergoing an update, proposed several bicycle routes on roads, including:

- ▶ Golden Hills Road
- ▶ Wheeler Avenue
- ▶ Esperanza Drive
- ▶ Birdie Drive
- ▶ Rancho La Verne
- ▶ Via De Mansion
- ▶ Via Arroyo
- ▶ Via Entrada
- ▶ Emerald Avenue
- ▶ Orangewood Street
- ▶ Baseline Road
- ▶ Fruit Street
- ▶ White Avenue
- ▶ D Street
- ▶ Eighth Street
- ▶ Durward Way
- ▶ Bonita Avenue

However, until very recently these routes were not further evaluated, and bicycle facilities have not been implemented. Additionally, Class II bicycle lanes connect to the city from neighboring jurisdictions at Foothill Boulevard, Baseline Road, Bonita Avenue, and La Verne Avenue.

The City of La Verne Capital Improvements (FY 2020/2021) includes funding for \$200,000 in multi-use trail improvements (CIP #19-22) in the city to improve the multi-use trails in the City as part of the Park Development fund.

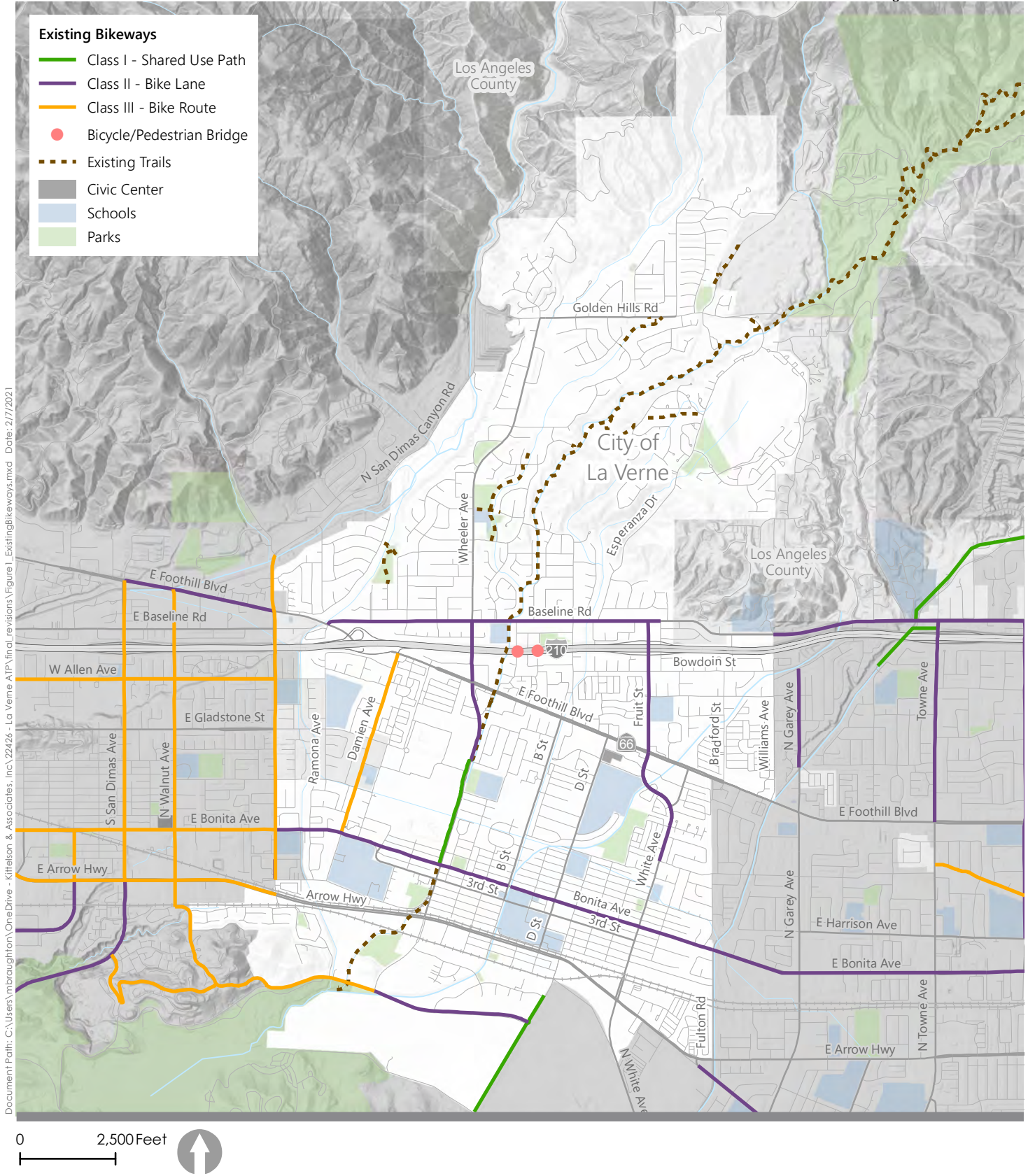
In anticipation of the Metro L Line (Gold) extension, the Old Town La Verne Specific Plan (March 2013) proposes bikeways to improve connectivity to the new station and the surrounding areas. These include:

- ▶ Class III facilities on low traffic streets to connect the L Line (Gold) La Verne/Fairplex Station, Old Town, and the University of La Verne along Third Street, C Street, Second Street, E Street, and First Street.
- ▶ An off-street Class I facility connecting with the L Line (Gold) La Verne/Fairplex Station, Old Town, and Fairplex.

Additionally, LA Metro has also made several bikeway improvement recommendations to provide connections between the L Line (Gold) stations and nearby destinations as part of the Foothill Gold Line Extension First Mile / Last Mile Plan (2019). In some cases, these recommendations provide different facility type recommendations than those identified by the City in the Old Town La Verne Specific Plan. These improvements recommendations reflect changes in the state of the practice and have been taken into consideration and incorporated into the La Verne ATP. The LA Metro plan is further discussed in the biking recommendations section of the ATP.







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Figure 1



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## EXISTING WALKING NETWORK

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Facilities that support people walking include sidewalks, paths, trails, curb ramps, and crossings. Amenities such as street furniture, pedestrian-scale lighting, and landscaping serve to support and create an environment that is convenient and inviting for pedestrians. A summary of the existing walking network is provided below:

- ▶ **Sidewalk:** Sidewalks are mostly available throughout La Verne. However, there are gaps in coverage along Golden Hills Road, Baseline Road and Esperanza Drive in northern La Verne. Southern and central La Verne both have sidewalk gaps. In addition, there are gaps in the sidewalk network on Wheeler Avenue and Puddingstone Drive and on roadways internal to the San Polo Business Park east of Wheeler Avenue.
- **Trails:** The northern edge of the City contains several multi-use and mountain biking trails. The Marshall Canyon Trail is a multi-use trail open to bicyclists, pedestrians, and equestrians. The trail extends diagonally through the City and varies between a flood control channel, a natural dirt trail, and a Class I shared-use path. The trail is unpaved north of Orangewood Street. Additional trails include:
  - a trail system connecting Los Encinos Park with the surrounding neighborhoods;
  - trails running between Heritage Park, Oak Mesa Park, and north along the drainage to just north of Via Arroyo;
  - the trail connecting between Canyon Crest Drive and Esperanza Drive;
  - the trail running from the southern portion of the Golden Hills Wilderness Park at Country Club Drive up to Golden Hills Road; and,
  - various access point to the Marshall Canyon Trail including at the eastern end of Via Arroyo and near the intersection of Golden Hills Road and Esperanza Road.
- ▶ **Amenities:** Pedestrian-oriented amenities throughout Old Town La Verne include landscaping, restaurants, retail, and street furniture. Some residential areas of the City contain sidewalks with landscaping that provide separation between the sidewalk and vehicle traffic. However, many residential areas do not have this landscaping and separation making them less welcoming and comfortable to walk on. Retail along major arterials within the City, such as Foothill Boulevard, do contain landscaping and sidewalk paving, but often do not have street facing entrances. Additionally, some streets, particularly in the areas surrounding Old Town La Verne, have a mature tree canopy that provides shades and enhances walking.
- ▶ **Crosswalks and Signals:** Marked crosswalks exist at most major intersections. However, several arterials have long distances between crossings. Several I-210 interchanges also lack marked crosswalks. In central La Verne, some streets have limited marked crossings, notably D Street. In Old Town La Verne, some crosswalks are augmented with painted and planted curb extensions. In northern La Verne, ladder crosswalks are provided in some residential locations.
- ▶ **Pedestrian Bridges:** In addition to sidewalks, crosswalks, and the unpaved Marshall Canyon Trail, people walking can utilize two pedestrian bridges over the I-210 freeway at Bixby Drive and at Chelsea Drive as well as another bridge crossing the drainage in the riparian and oak preserve at Lowell Brandt Park.

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## WALKING, BIKING, AND ROLLING ACTIVITY

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As part of the data collection for the ongoing La Verne General Plan Update, counts of people walking and biking were collected at 28 intersections on typical weekdays during the AM (7:00 to 9:00) and PM (4:00 to 6:00) peak periods. These counts of people walking and biking in the City help inform the ATP by providing an understanding of residents, employees, and visitors' general walking and biking patterns and areas of the City that may require additional focus for improvements based on demand.

Pedestrian volumes are provided in Appendix A. There are high concentrations of people walking in the Old Town La Verne area, along Foothill Boulevard, and along Bonita Avenue. The intersection of Bonita Avenue and D Street in the middle of Old Town La Verne experiences the highest counts for walking in both peak periods.

Bicycle volumes are provided in Appendix B. During the AM peak period, Bonita Avenue near Old Town La Verne exhibits the highest concentration of bicyclists in La Verne during that period. In the PM peak period, bicycle volumes are generally distributed more evenly over the City's arterials. Bonita Avenue, Foothill Boulevard, Wheeler Avenue, and Baseline Road exhibit the highest concentration of biking in the City.

## MODE SHARE

Table 2 presents the commute mode shares for the City of La Verne from the 2012-2016 ACS Five-Year Estimates and compares them to Los Angeles County. The most common mode of travel for work trips in La Verne is driving alone (75.4 percent) followed by carpooling (10.9 percent), which are higher than the rates for the county. Over 85 percent of all commute trips in the City are made by private vehicle. Walking and biking account for a combined three percent of commute trips in the City (0.8 percent and 2.1 percent, respectively). These rates are both slightly lower than Los Angeles County as a whole.

Table 2: Commute Mode Share, City of La Verne and Los Angeles County

Travel Mode	La Verne	Los Angeles County
Drive Alone	75.4%	73.4%
Carpool	10.9%	9.8%
Public Transit	3.0%	6.5%
Bike	0.8%	0.9%
Walk	2.1%	2.8%
Telecommute	5.9%	5.2%
Other	1.9%	1.4%
Total	100.0%	100.0%

Source: 2012-2016 American Community Survey Five-Year Estimates.

Every ten years, Caltrans conducts the California Household Travel Survey (CHTS) to obtain detailed information about the socioeconomic characteristics and travel behavior of households statewide. The most recent CHTS was conducted in 2012. Relevant to the ATP, the CHTS provides mode share data for a wide variety of trips (including school trips) and shows how residents, employees, and visitors in the City travel.

Table 3 presents the mode share for home trips, work trips, school trips, and other trips according to the 2012 CHTS for the City of La Verne and for Los Angeles County. Driving accounts for 90 percent of all trips in the City, which is higher than the county-level rate (77 percent). Compared to Los Angeles County as a whole, La Verne has lower rates of walking and taking public transit on average. Walking and biking trips are a combined nine percent of all trips in La Verne and 18 percent of work-related trips.

Table 3: Mode Share by Trip Type, City of La Verne and Los Angeles County

Mode	Home Trips		Work Trips		School Trips		Other Trips		Average	
	City	County	City	County	City	County	City	County	City	County
Driver	59%	54%	82%	82%	39%	14%	60%	47%	59%	52%
Passenger	28%	26%	0%	7%	45%	53%	33%	25%	31%	25%
Transit	2%	1%	0%	1%	2%	8%	1%	9%	1%	5%
Bike	4%	2%	0%	1%	4%	2%	1%	1%	2%	1%
Walk	7%	17%	18%	9%	10%	23%	5%	18%	7%	17%

Source: 2012 California Household Travel Survey.

## BICYCLIST LEVEL OF STRESS

Bicyclist Level of Traffic Stress (LTS) is a methodology, as documented in the Mineta Transportation Institute (MTI) *Low-Stress Bicycling and Network Connectivity* report,<sup>2</sup> that helps identify where people biking feel the most and least comfort while biking. The LTS methodology classifies road segments and intersections into one of four levels of “traffic stress” with LTS 1 indicating a roadway segment or intersection where most people, including children, would feel comfortable biking. On the opposite end of the spectrum, LTS 4 represents roadways or intersections that are only comfortable for “strong and fearless” bicyclists.

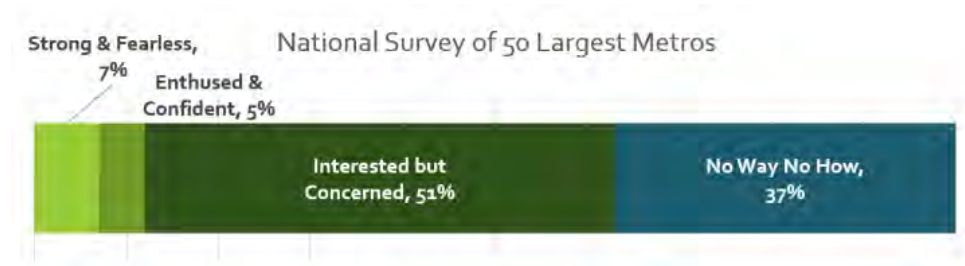
### FOUR TYPES OF CYCLISTS

This methodology uses the “Four Types of Cyclists” typology developed by Roger Geller at the City of Portland and since refined by Jennifer Dill of Portland State University. This typology groups bicyclists into four groups:

1. **Strong and Fearless:** People who will ride on the street regardless of roadway conditions.
2. **Enthusied and Confident:** People comfortable sharing the road with motor vehicles but are more comfortable riding in a bike lane or shared-use path.
3. **Interested but Concerned:** People who are curious about bicycling but are afraid to ride a bicycle without safe and comfortable bicycling infrastructure.
4. **No Way, No How:** People who are unwilling to bicycle in any situation.

Roger Geller estimated the proportion of the general population that fit into each type, and Jennifer Dill refined these categories using a national survey. Figure 2 shows that most people fall into the “Interested but Concerned” category. The LTS methodology helps to connect bikeway facilities and roadway characteristics with the comfort level with different bicyclist types in riding them with LTS 4 roadways the least comfortable for all bicyclists and LTS 1 roadways comfortable for all ages and abilities of bicyclists.

Figure 2: Four Types of Cyclists



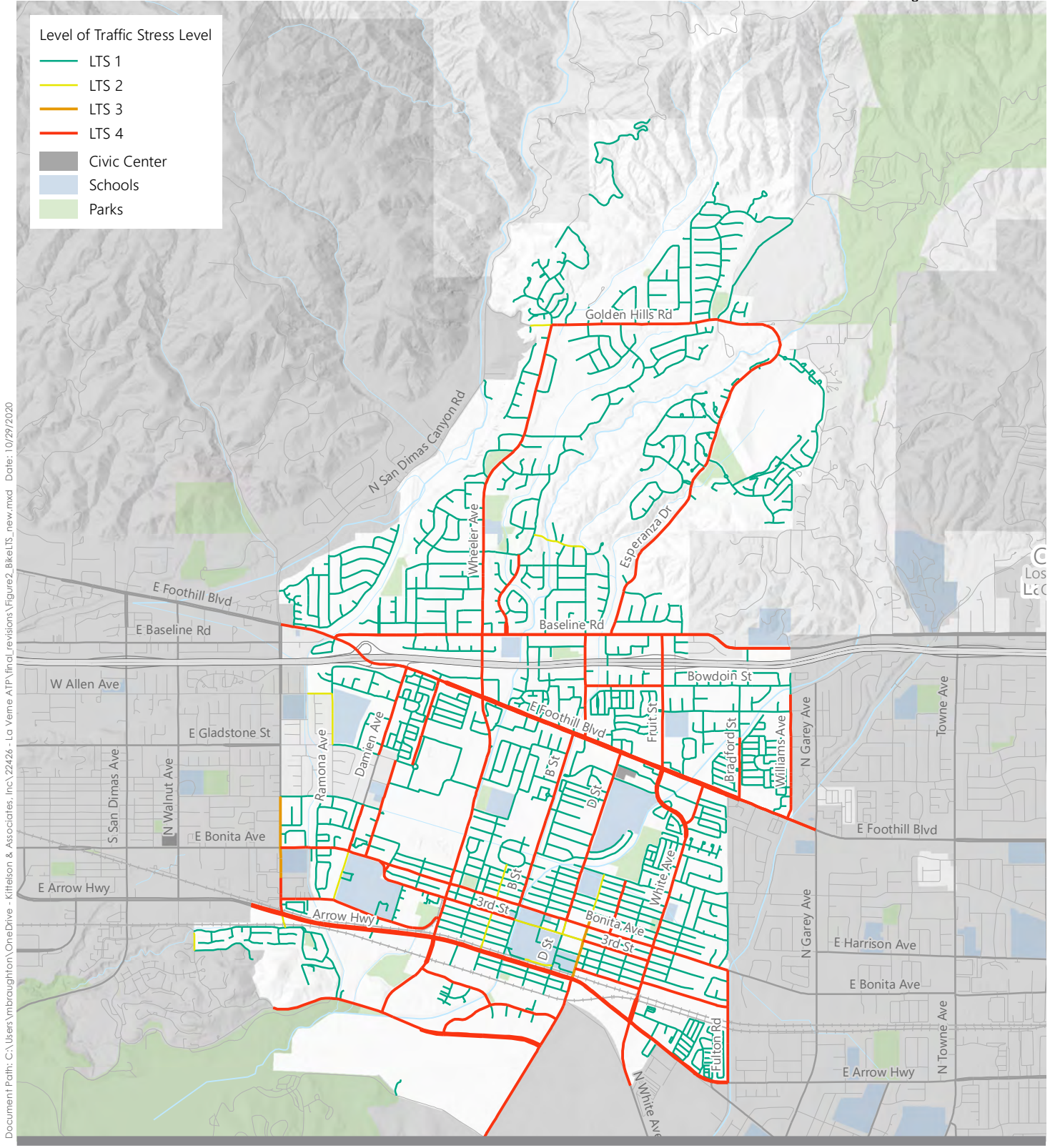
Source: jenniferdill.net, 2020.

LTS evaluation helps to inform the ATP by providing an understanding of where people of all ages and abilities who bike may or may not be comfortable and where bikeway improvements may help to create a more inclusive network for bicyclists of all ages and abilities. The LTS methodology is described in Appendix D.

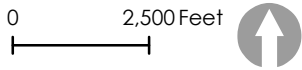
### LTS RESULTS

Figure 3 shows the LTS evaluation results for bicycling on La Verne's streets. Roadway segments are shaded with the most comfortable roadways (LTS 1) shown in green, and the least comfortable (LTS 4) shown in red. As shown, arterial roads in the City generally score worse, given their high vehicle speeds and volumes. These roadways across the City form high-stress barriers preventing younger, older, or less confident bicyclists from having comfortable access to areas outside their residential neighborhood.

<sup>2</sup> Maaza C. Mekuria, Peter G. Furth, and Hilary Nixon. "Low-Stress Bicycling and Network Connectivity" *Mineta Transportation Institute Publications* (2012).



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**Notes:**

- The LTS scores shown are calculated for on-street bikeways only. Trails, shared-use paths, and side paths are defined as LTS 1 and are not shown. Side paths in La Verne include Wheeler Avenue from Paseo Avenue to Bonita Avenue, and Fairplex Drive from Wright Avenue to McKinley Avenue.
- Recent bikeway improvements have been made at several locations through the City of La Verne as part of an Active Transportation Program grant that improve the LTS scores shown.

Figure 3



## WALKING, BIKING, AND ROLLING SAFETY

Walking and biking-related crash history data in La Verne was collected for the five-year period from 2012 to 2016 to document crash characteristics or locations that should be the focus of improved active transportation facilities in the City. The data were obtained from the UC Berkley Transportation Injury Mapping System (TIMS), based on the California Highway Patrol's Statewide Injury Transportation Records System (SWITRS).

Crashes involving a person walking or biking make up a combined 27 percent of all reported fatal or injury crashes within La Verne, despite walking and biking making up only approximately three percent of commute trips and approximately nine percent of all trips in the City. This disproportionate trend highlights the importance of identifying walking, biking, and rolling safety improvements under the ATP.

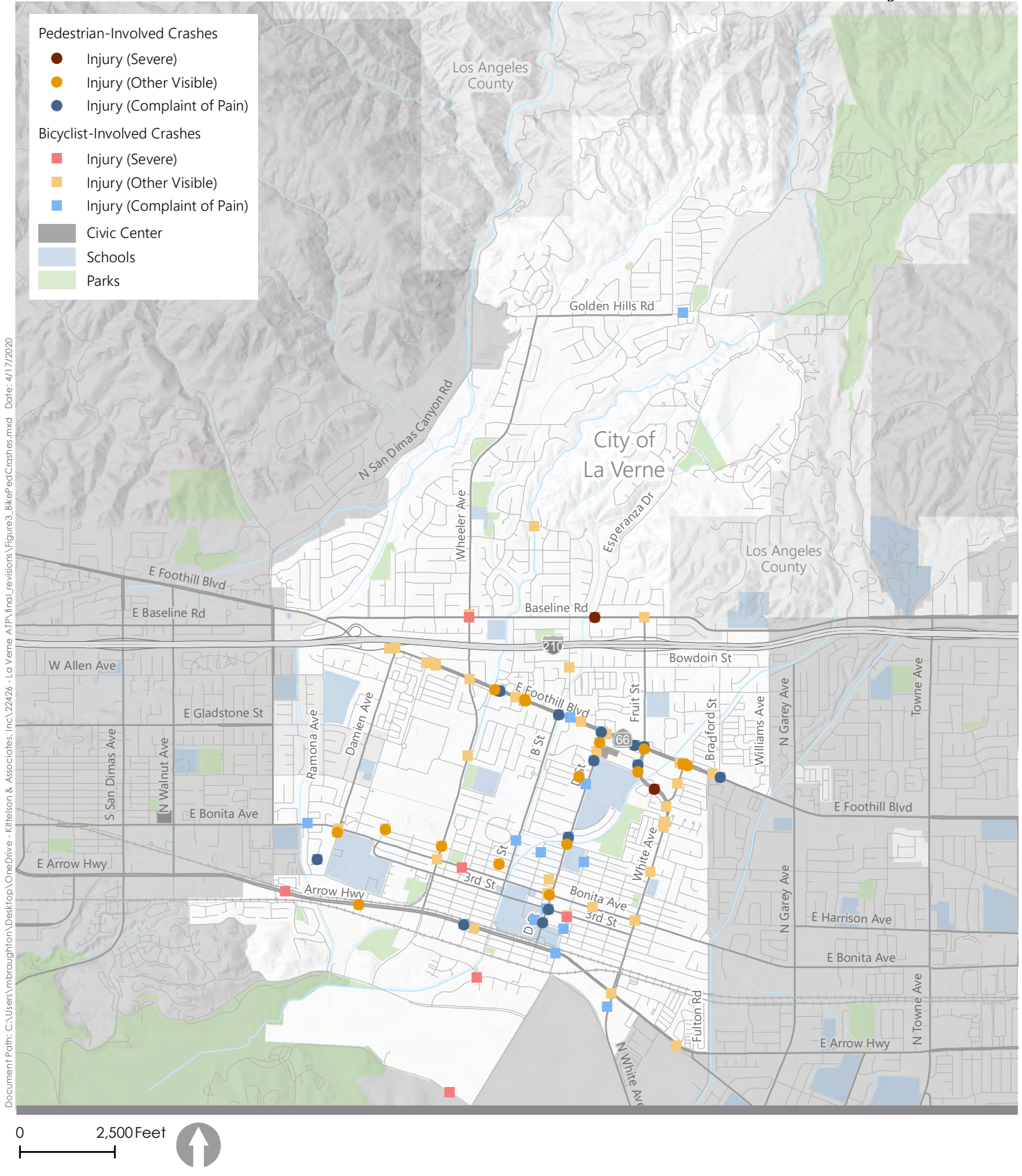
### CRASHES BY LOCATION

Figure 4 displays the locations of reported walking and biking injury crashes. Crashes involving people who walk or bike are concentrated along D street and near commercial areas along Foothill Boulevard. Intersections near the University of La Verne and Old Town La Verne also display concentrations of crashes involving people walking or biking. Roadways in the City where multiple bicycle or pedestrian crashes have occurred in the study period are shown in Table 4. Corridor lengths are defined as the distance between the two most distant crashes on the given corridor. Note that some crashes are counted twice for corridors as they occur at the intersection of two corridors.

Table 4: Crash Frequency by Roadway Corridor, 2012-2016

Roadway	Crash Frequency	Corridor Length	Crashes per Mile
Foothill Boulevard	32	1.8	17.8
White Avenue	15	1.4	10.7
D Street	14	1.0	14.0
Bonita Avenue	10	1.7	5.9
Arrow Highway	7	2.2	3.2
Wheeler Avenue	6	1.3	4.6
E Street	5	0.5	10
2nd Street	5	0.2	25
5th Street	4	0.9	4.4
Baseline Road	4	0.9	4.4
3 <sup>rd</sup> Street	3	0.1	30

Source: TIMS, SWITRS, Kittelson & Associates, Inc., 2020.



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Figure 4

Pedestrian- and Bicyclist-Involved Crashes, 2012-2016



## CRASH SEVERITY

Table 5 presents the reported crashes involving a person walking or biking by year and by severity. There were 107 crashes involving a person walking or biking that resulted in an injury and none that resulted in a fatality between January 2012 and December 2016. Of those 107 injury crashes, there were nine severe injuries, making up 8.4% of all reported crashes involving a person walking or biking.

Table 5: Annual Bicyclist and Pedestrian Crashes by Severity, City of La Verne, 2012-2016

Severity	2012	2013	2014	2015	2016	Grand Total	Percent
Fatal	0	0	0	0	0	0	0%
Injury (Severe)	2	2	1	2	2	9	8.4%
Injury (Other Visible)	12	13	15	11	4	55	51.4%
Injury (Complaint of Pain)	5	9	7	6	6	33	30.8%
<b>Total</b>	<b>19</b>	<b>28</b>	<b>25</b>	<b>21</b>	<b>14</b>	<b>107</b>	<b>100%</b>

Source: TIMS, SWITRS, Kittelson & Associates, Inc., 2020.

Table 6 presents the reported action preceding a crash involving a person walking. Crossing in a crosswalk at an intersection was the most common action preceding a crash, followed by crossing at a location other than a crosswalk and walking in the road (including on the shoulder).

Table 6: Pedestrian-Involved Crashes by Pedestrian Action, City of La Verne, 2012-2016

Pedestrian Action	2012	2013	2014	2015	2016	Total	Percent
Crossing in Crosswalk at Intersection	2	4	2	1	2	11	33.3%
Crossing in Crosswalk Not at Intersection	1	1	0	0	0	2	6.1%
Crossing Not in Crosswalk	2	2	1	0	4	9	27.3%
In Road, Including Shoulder	1	3	2	1	0	7	21.2%
Not in Road	1	0	0	1	1	3	9.0%
Approaching/Leaving School Bus	0	0	1	0	0	1	3.0%
<b>Total</b>	<b>7</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>7</b>	<b>33</b>	<b>100%</b>

Source: TIMS, SWITRS, Kittelson & Associates, Inc., 2020.

## NEEDS

Destinations for people walking, biking, and rolling in La Verne include schools, parks, trails, and commercial and employment centers. Each destination has unique needs shaped by their surrounding physical environment and the groups they serve. In addition, there are several barriers for people walking, biking, and rolling in La Verne. This section outlines active transportation needs in La Verne; the needs discussed in this section will inform the recommended walking and biking improvements in the ATP.

## SCHOOLS

A key aspect of a citywide active transportation network is providing safe and comfortable routes for people walking, biking, and rolling to school. The City lies in an area with several universities, including the University of La Verne in Old Town La Verne and the Claremont Colleges to the east, as well as several elementary, middle, and high schools. CHTS data indicates that school trips in La Verne are more likely to be walking or bicycling trips compared to other trip types or trips to other destinations. Although the area immediately around the University has favorable active transportation conditions, access for people walking, biking, and rolling from other parts of the city is more limited.

Notably, 22 percent of La Verne residents (7,100) are under 18 years of age. Providing safe active transportation routes to schools is a critical component of encouraging more people to choose walking and biking. Continuous bike facilities providing routes to and from schools would provide more comfortable facilities for children biking to school. Children walking and bicycling to school can benefit from installing enhanced marked crossings at key uncontrolled intersections and from providing continuous walking or biking facilities on routes to schools. Kindergarten through 12<sup>th</sup> grade schools located in the City consist of the following:

- ▶ Grace Miller Elementary School
- ▶ J. Marion Roynon Elementary School
- ▶ Oak Mesa Elementary School
- ▶ La Verne Heights Elementary School
- ▶ Ramona Intermediate School
- ▶ Bonita High School
- ▶ Calvary Baptist School
- ▶ Damien High School
- ▶ Lutheran High School

Additionally, the Allen Avenue Elementary School is located immediately outside the city limits (within San Dimas).

## PARKS AND TRAILS

Developing an active transportation network that includes connecting to other facilities such as bike trails creates connections for people walking, biking, and rolling to parks and other destinations. Parks and recreational facilities both within and adjacent to the city are important destinations for bicyclists and pedestrians and should be well connected to a robust active transportation network.

A major recreational destination in the city is the Marshall Canyon Trail which runs diagonally through La Verne, serving hikers, runners, and bicyclists. North of Orangewood the Marshall Canyon Trail is a major mountain biking destination drawing cyclists from all over the region. Clearly identifying routes to this portion of the trail with signage and access points is needed for this portion of the trail.

The Marshall Canyon Multi-Use Path varies in form as it crosses the city. In the northern section it is an unpaved access road following the flood control channel. The Trail becomes a Class 1 shared-use path from Paseo Avenue to Bonita Avenue. The Trail then descends into the flood control channel from Arrow Highway to Bonelli Park. This portion of the trail is currently limitedly used and not seen as a regional or local destination but has the potential to be a low-stress off-street transportation option to access destinations across the City.

Bonelli Park is a second major destination for bicyclists from around the region. It is used for multiple events including triathlons, mountain biking competitions, and it will be the site of mountain biking for the 2028 Olympics. The park



has an extensive network of trails as well as a network of low-stress roads with little motor vehicle traffic for recreational biking. Like the northern section of the Marshall Canyon Trail, wayfinding and guidance signs to the park are needed to clearly identify access point. The park is typically accessed from Fairplex Drive using entrances on McKinley Avenue or Via Verde.

Other parks and recreational facilities in the City include Las Flores Park, La Verne Sports Park, and Pelota Park. Several small neighborhood parks are also dispersed throughout the City.

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## TRANSIT

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Providing active transportation connections to transit stations and stops is an important step in improving transit accessibility, and convenient access to transit and is a key part of a Citywide active transportation plan. Providing walking and biking facilities to and from transit helps bridge the first mile/last mile issue by providing door-to-door transit connections rather than stop-to-stop connections. It can also expand the reach of transit without the need for a car. Bicyclist strategies can include providing bikeways to stations and providing secure bike parking for short-term and long-term storage at stations. Pedestrian strategies include providing safe and comfortable sidewalks and crosswalks along commonly traveled routes to transit stops and a comfortable pedestrian experience for anyone navigating a transit station.

### FUTURE LA VERNE/FAIRPLEX METRO L LINE (GOLD) STATION

There is currently one planned LA Metro station within the City. The planned La Verne/Fairplex Station is part of the Foothill L Line (Gold) and will be located north of Arrow Highway and east of E Street. Tracks will run through the existing rail corridor. A trip to downtown Los Angeles will take approximately 60 minutes from the station. The station will provide regional connectivity to major commuter destinations such as downtown Los Angeles and Santa Monica to the west. The L Line will eventually connect to Claremont and Montclair to the east. The station is planned to open in 2025. Improved walking, biking, and rolling access to the station is an effective strategy to create “first-mile” and “last-mile” trips for transit riders to and from the station into La Verne.

### METROLINK / FUTURE POMONA L LINE (GOLD) STATION

There is currently a Metrolink station just east of the La Verne City limits in Pomona. Active transportation connectivity to this station is limited from La Verne, which is accessible via Bonita Avenue to Fulton Road, as well as Arrow Highway to Fulton Road. This station will also become an LA Metro L Line station for the City of Pomona as part of the L Line extension with service expected to open in 2025. The station will provide regional connectivity to major commuter destinations such as downtown Los Angeles and Santa Monica to the west. Future service will be extended to Claremont and Montclair to the east in a future phase of the L Line extension.

### BUS STOPS

Foothill Transit provides bus service in the San Gabriel and Pomona Valleys. It connects La Verne with Claremont to the east and El Monte to the west. Several Foothill Transit buses pass through La Verne primarily with stops along Foothill Boulevard and Bonita Avenue, as well as stops along the eastern edge of the City on White Avenue/Fruit Street, Arrow Highway, and Baseline Road. Limited bikeways and few enhanced crossing opportunities for people walking or biking along Foothill Boulevard may reduce the number of people who choose to walk or bike to bus stops in La Verne and prevents convenient and safe walking or biking trips to bus stops.

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## OTHER DESTINATIONS

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In addition to schools, parks, and recreational facilities, there are several other destinations in La Verne with unique needs that will inform the recommended walking, biking, and rolling improvements in the ATP. These unique needs are discussed in greater detail in this section.

### OLD TOWN

Old Town La Verne is a major entertainment and commercial destination for residents and visitors. Adjacent to the University of La Verne, Old Town La Verne serves people walking, biking, and rolling through a walkable grid with substantial street amenities, such as benches and shade trees. Improved active transportation facilities could help support economic activity in the area by facilitating more unplanned stops and encouraging travel between areas of Old Town La Verne.

### FOOTHILL BOULEVARD COMMERCIAL CORRIDOR

Outside of Old Town La Verne, Foothill Boulevard serves as another major commercial destination within the city. There are a variety of restaurants and other large stores located along the street. People walking are served by sidewalks on both sides of the street, but facilities to cross Foothill Boulevard are infrequent and, when available, have long crossing distances across several vehicle lanes. Parking lots often act as a buffer between buildings and the sidewalk, resulting in limited walking connectivity to commercial establishments.

### LA COUNTY FAIRPLEX

The Fairplex is located partially within La Verne City limits and continues outside the southern city limits, within a mile of Old Town La Verne. The Fairplex seasonally hosts the LA County Fair annually each September but hosts events throughout the year including food truck events, trade shows, monthly swap meets, and other events. There is limited connectivity for people walking and biking. Walking and biking access to the Fairplex facility is only available from Arrow Highway and White Avenue from La Verne. Arrow Highway currently has no bike facilities with narrow sidewalks that have frequent poles or signs limiting the clear width. Crossing opportunities are also limited with no crossing available between Fairplex Drive and White Avenue along Arrow Highway. Bicyclists may use alternate routes to access the Fairplex using lower-stress routes by taking Fairplex Drive to the McKinley Avenue gates in Pomona. Improved active transportation infrastructure from Old Town La Verne to the Fairplex could encourage additional walking, biking, and rolling trips to and from the Fairplex.

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## BARRIERS

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There are several physical barriers to walking, biking, and rolling in La Verne. These barriers can hinder active transportation access to several of the destinations mentioned above and should be addressed by bicycle and pedestrian facilities improvements to support safe and comfortable travel in the City. Physical barriers prevent people from walking and bicycling by prolonging a more direct route. Long crossing distances across wide streets may also prevent pedestrians from crossing these streets, due to comfort and safety concerns.

**Lack of Dedicated Bikeways:** A major barrier to bicycle activity in La Verne is the lack of dedicated bikeways throughout the City. Currently, people biking must share the road with vehicles along both residential roads and arterial roads on several key roads in the City, and where bikeways are present there are gaps in the network that limit connectivity. The limited biking facilities may prevent potential bicyclists from riding in La Verne, due to comfort and safety concerns.

**Grade:** The neighborhoods north of Baseline Road contain several steep hills. In addition, there is an overall increase in grade approaching the northern City limit. Grade may act as a barrier to people walking, biking, and rolling

north to access recreational facilities and residential neighborhoods. This is a natural part of the topography of the City but presents a challenge to promoting active transportation for users of all ages and abilities in La Verne.

**Foothill Freeway:** I-210, also known as the Foothill Freeway, is the only freeway within La Verne and bisects the City in the east-west direction. The freeway acts as a barrier for people walking, biking, and rolling who seek to travel between the northern neighborhoods, and destinations and neighborhoods in the south. There are currently two pedestrian bridges crossing the freeway at Bixby Drive and at Chelsea Drive that facilitate movement across the freeway in addition to three on-street routes on Fruit Street, Emerald Avenue, and Wheeler Avenue. While these crossings are available, routes between north and south La Verne must all funnel to one of these connections and the ramp terminal intersections are barriers to east-west travel along Foothill Boulevard. As a result, extra attention should be given to facilitating walking and biking across the freeway at these locations. The two pedestrian bridge crossings are not currently ADA accessible and lack bike ramps to help bicyclists use the pedestrian crossings. Additionally, the Foothill Boulevard undercrossing lacks sidewalk continuity and comfortable crossings, limiting east-west travel under the freeway by people walking and biking.

**Arrow Highway:** Arrow Highway is an arterial with a median. Arrow Highway is four lanes east of White Avenue, and west of White Avenue it expands to six lanes. The wide right-of-way acts as a barrier to the walking network due to infrequent marked or unmarked crossings, a lack of sidewalks on the north side, and long crossing distances. There are three travel lanes in each direction between White Avenue and Walnut Avenue and two travel lanes in each direction between White Avenue and Fulton Road. The posted speed limit is 45 miles per hour (mph). There is minimal sidewalk along portions of Arrow Highway though where the road is running parallel to rail, there is no sidewalk on the north side and there are some gaps due to rail crossings. There are no bike facilities along Arrow Highway.

**Foothill Boulevard:** Foothill Boulevard is an arterial roadway that is one of the primary commercial streets in La Verne. The roadway has three travel lanes in the eastbound direction and two in the westbound. Foothill Boulevard contains no bike lanes but does contain sidewalks on each side of the street. However, marked crossings across Foothill Boulevard are infrequent and generally limited to signalized arterial intersections. The posted speed limit on Foothill Boulevard is 45 mph. In addition, the commercial activity along the corridor, there are multiple residential developments that have Foothill Boulevard as their primary access road which may limit walking, biking, and rolling.

**Large Intersections:** Several intersections throughout the City, such as Baseline Road & Foothill Avenue, form barriers to safe and comfortable walking, biking, and rolling. These intersections often have long crossing distances that expose people walking, biking, or rolling to conflicting turn movements, and provide limited crossing improvements.

**Rail:** Rail lines, which are used for freight, Metrolink service, and the future Metro L Line (Gold) extension, run through the southern portion of the City parallel to Arrow Highway. At-grade rail right-of-way crossings present a crossing barrier for people walking, biking, and rolling. Additionally, there are several rail crossings where the rail crossing-arms equipment are anchored in the middle of the sidewalk preventing accessible travel across the rail.

**Development Pattern and Land Use:** Central La Verne features a grid pattern, which facilitates active transportation connectivity. However, north of I-210, the development is more recent with a curvilinear street network that directly prevents connectivity between existing walking paths and neighborhoods. People walking, biking, and rolling may have to take a longer and more circuitous route (compared to the grid pattern in the south) to reach their destinations.

**Marshall Creek and Live Oak Wash:** Marshall Creek runs from the northeastern hills diagonally through the city. Live Oak Wash runs from the eastern City limits and past the University of La Verne to Brackett Field Airport. These waterways limit crossings and increase travel distances for people walking, biking, and rolling.

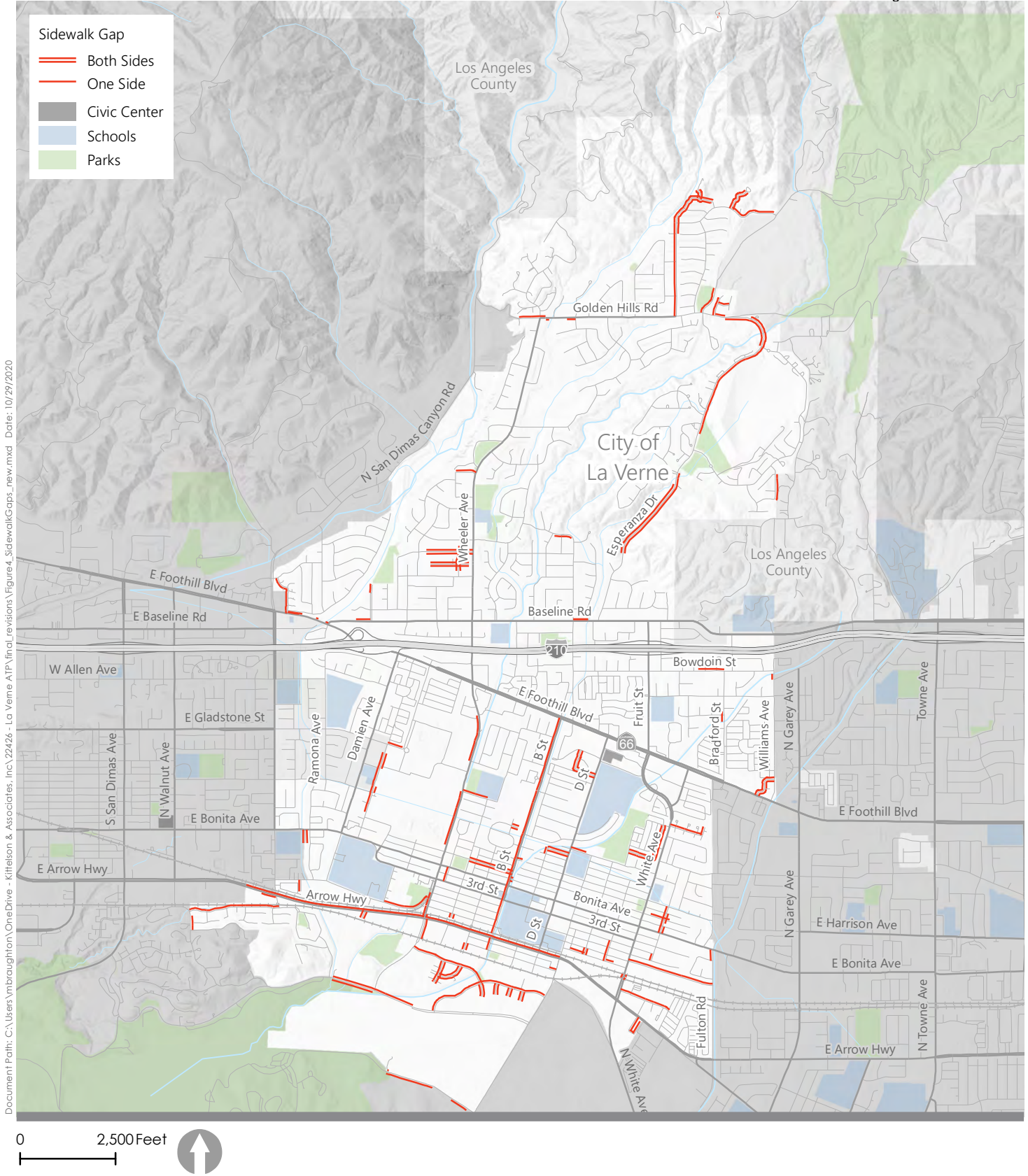
## SIDEWALK GAPS

Sidewalk coverage gaps in La Verne are shown in Figure 5. As shown in the figure, there are varying degrees of sidewalk coverage throughout the City. General descriptions of sidewalk coverage are provided below:

- ▶ Along and to the north of Baseline Road, there is a high level of sidewalk coverage. However, there are isolated residential streets without sidewalks on one or both sides. For example, portions of Esperanza Drive do not have sidewalks on one or both sides. There are also several private roads and development entrances lacking sidewalks.
- ▶ In the area roughly bound by Baseline Road and Foothill Boulevard (encompassing Interstate 210), there is high sidewalk coverage, as sidewalks are generally available along arterial and residential roads.
- ▶ In the area roughly bound by Foothill Boulevard and the railroad tracks, there is a high level of sidewalk coverage along roads. However, there are isolated sidewalk gaps along Wheeler Avenue and B Street. There is also a disconnected gap on Fifth Street.
- ▶ South of the railroad tracks, several roads near office and industrial land uses provide a sidewalk on one side of the road.
- ▶ In and around the University of La Verne and Old Town, there is a high level of sidewalk coverage. However, isolated gaps exist to the east, including on First Street, F Street, and G Street.







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Figure 5

## GOALS AND ACTIONS

The City of La Verne Active Transportation Plan vision is stated below:

The City of La Verne will be a place where any resident, visitor, or employee will be able to walk, bike, or roll to destinations throughout the city. The City will provide a convenient and safe place to walk and bike, creating a welcoming environment, and establishing a culture that encourages walking, biking, and rolling.

Goals and actions that will help the City achieve this vision are described in this section.

### **ACCESSIBILITY:** Provide safe, direct, and comfortable routes for all people walking, biking, and rolling

Direct and comfortable routes allow all types of people, including families and children, to walk, bike, and roll to destinations anywhere in the City.

#### **Accessibility Actions**

##### **Connect the City's neighborhoods and destinations with a network of bikeways**

A bicycle network that connects people traveling to and from the neighborhoods to their destinations in La Verne.

##### **Fill in sidewalk gaps**

Infilling existing sidewalk gaps will improve connectivity for people walking and improve safety and connectivity for walkers by creating more direct and complete routes for travel.

##### **Identify and address barriers in the City**

Removing barriers or improving crossings across the City will open new routes and improve the ability of people walking, biking, and rolling to access more destinations throughout La Verne.

##### **Improve connections to transit**

Providing safe and direct routes for people walking, biking, and rolling to transit can increase the amount of people able to use transit services by creating better ways to get to the City's transit stops and stations.

##### **Increase access to serve equitable outcomes**

Identifying and delivering low-cost transportation options that are available to everyone provides improved access to destinations and services regardless of income or background.

## **SAFETY: Improve safety for people for walking, biking, and rolling**

Working to create a safer environment for people walking, biking, and rolling will reduce crashes, injuries, and fatalities for travelers. Safety can be addressed from several perspectives including engineering improvements, additional or targeted enforcement, and education. Combined, these actions can create a culture of safety in La Verne.

### **Safety Actions**

#### **Partner with law enforcement agencies to support education and enforcement activities that improve safety**

Traffic safety enforcement and education encourages a culture of safety and awareness for all travelers, including drivers.

#### **Establish a La Verne Safe Routes to School Program**

People going to schools are among La Verne's most active walkers and bikers. Working with the Bonita School District and establishing a Safe Routes to School Program may encourage both parents and children to make walking or biking a primary transportation option when traveling to schools within the City.

#### **Develop safety programs for people walking and biking**

Training programs help people walk, bike, and roll more confidently and safely throughout the City and can reduce the chance of a crash occurring.

#### **Identify, prioritize, seek funding, and to implement safety improvement projects**

Identifying and implementing improvements to address walking and biking crash history will create an environment that better protects people walking, biking, and rolling from potential conflicts.

## **SUPPORT: Create a welcoming and friendly environment for walkers and bikers in La Verne that encourages more people to choose to walk or bike**

The walking and biking environment shapes how people decide to travel. A welcoming and friendly environment invites more people to walk and bike, and can realize safety, health, and economic benefits to everyone in the City.

### **Support Actions**

#### **Enhance the streetscape along La Verne's commercial streets**

Streetscape elements along Bonita Avenue in Old Town La Verne makes the walking environment more pleasant and comfortable to use. Such elements include wider sidewalks, benches, and street trees. Improving the streetscape along other commercial streets in Old Town La Verne and Foothill Boulevard makes walking a priority of the street and neighborhood.

#### **Establish bike parking standards for all biking destinations**

Frequent and functional bike parking allows people biking to know that there will be somewhere to store their bike when they arrive at their destination. Reliable bike parking may even incentivize more people to bike.

#### **Encourage new development to be oriented towards the street, with street-facing windows and entrances**

When new development results in changes to existing buildings, the City should encourage buildings that are set to the sidewalk with street-facing entrances to the walking distance from the street and increase walking comfort.

## **ENCOURAGEMENT:** Support a culture of active transportation that creates more visibility and awareness of walkers and bikers

Increased visibility and awareness of walking, biking, and rolling may encourage more people to try biking more frequently and become accustomed to alternative modes of transportation.

### **Encouragement Actions**

#### **Continue to hold open-street and pop-up events, like CicLaVia, that activate the street as a public space**

Open-street events encourage residents and visitors to explore new neighborhoods while walking or biking and gives an opportunity for all people in La Verne to discover their joys and benefits.

#### **Provide on-going communication of active transportation developments**

Leveraging existing (e.g., website, newsletters, periodicals) and creating new communication channels to share information and news related to active transportation will increase awareness of transportation choices, new improvements, upcoming events, or other items related to walking, biking, and rolling in La Verne.

#### **Identify opportunities to hold active transportation-related community events**

Community events help to connect walking, biking, and rolling in La Verne to broader regional, state, and national events such as Bike to Work Day or Walk to School Day to encourage more active transportation. Community events can also help educate people around how to practice safe walking, biking, and driving in the City by educating and encouraging people through bike rodeos, walking school buses, or active living events.



## PERFORMANCE MEASURES

The following performance measures, shown in Table 7, will be used to evaluate progress of the ATP. All performance measures are tied back to goals proposed in the Goals and Action section.

Table 7: Performance Measures

Goal	Performance Measure	Measurement
<b>ACCESSIBILITY</b>	Bicycle network completion	Miles of bicycle lanes installed
		Miles of buffered or protected bicycle-lane miles installed
	Amount of people that can walk or bike to transit	Percent of population within a ½-mile network walking distance to a transit stop
		Percent of population within a 2-mile network biking distance to a transit stop
	Sidewalk completion	Feet of sidewalk infill
		Number of linear sidewalk miles within the City
New connections	Number of new opportunities to cross barriers	
<b>SAFETY</b>	Number of crashes involving a person biking	Number of fatal or serious injuries of people biking over five-year period
	Number of crashes involving a person walking	Number of fatal or serious injuries of crashes involving a person walking over five-year period
	Number of walking or biking related citations	Number of common traffic violations assigned motor vehicles that affect people walking or biking. These include failure to yield to pedestrians or bicyclists, turning, driving under the influence, driving distracted, speeding, running a red light/sign, passing a bicyclist too closely
		Number of Citations issued to people walking or biking
<b>SUPPORT</b>	Number of people walking	Bicycle commute mode share (ACS five-year estimates)
	Number of people biking	Walking commute mode share (ACS five-year estimates)
<b>ENCOURAGEMENT</b>	Number of outreach events held	Number of outreach events held

## RECOMMENDATIONS

As highlighted in the Existing Conditions and Needs section of this plan, there are opportunities to improve the walking, biking, and rolling conditions in La Verne. There are a limited number of comfortable bicycle facilities in the City, and safe crossing opportunities for people walking in the City are limited along some major arterial roadways. Other key barriers to walking, biking, and rolling in the City include:

- ▶ Noticeable increase in grade north of Baseline Road
- ▶ Crossing the I-210 freeway and ramps
- ▶ Navigating and crossing Arrow Highway and Foothill Boulevard
- ▶ Crossing at large/complex intersections.
- ▶ At-grade rail crossings
- ▶ Connectivity gaps to and from Marshall Canyon Trail

This section outlines recommended improvements for La Verne's active transportation networks to create a safe, comfortable, and convenient network. Recommendations build upon the findings of the Existing Conditions and Needs sections and are informed by public feedback received through the ATP interactive web map.

## WALKING RECOMMENDATIONS

Several types of improvements can help create a better walking environment in La Verne, including improvements along pedestrian walkways and at crossings. The recommended improvements to the walking network in the City of La Verne consist of focus areas and corridor recommendations, key sidewalk infill closures, and spot improvements at key intersections and pedestrian crossings. Walking network recommendations are shown in Figure 6, followed by a description of the recommendations.

### RECOMMENDED CROSSING IMPROVEMENTS

Crossing improvements have been structured into three broad categories. The specific improvements for each location will need to be determined based on a location specific study and design but these locations shared similar characteristics for the improvement type:

- ▶ **Pedestrian Crossing Improvements:** These locations represent signalized or unsignalized intersections where installing or enhancing crosswalks would improve pedestrian connectivity to destinations. At locations without crosswalks, new crosswalks are recommended and should consider enhancements based on the number of lanes, traffic volumes, and posted speed at the location. At locations where crosswalks are existing, the recommendations are aimed toward enhancements to encourage more comfortable crossings.
- ▶ **Trail/Access Improvements:** These locations represent opportunities to improve walking and biking access to trails or shared-use paths. Trail and access improvements include installing ramps up to the trail or pathway, enhanced crossings at roadway crossing for trails or shared-use paths, and wayfinding to encourage use of the trail or path.
- ▶ **Railroad Crossing Improvements:** The railroad crossing improvement locations represent opportunities to enhance the walking and biking experience by working with the owner of the at-grade rail crossing to identify and implement enhancements at each location. Improvements may include relocating crossing arm equipment to provide a clear path for people walking and make the physical crossing of the rail tracks more comfortable for bicyclists.

General treatments that can be considered with these recommendations and identified locations are discussed in more details below.

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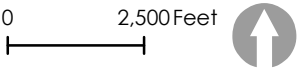
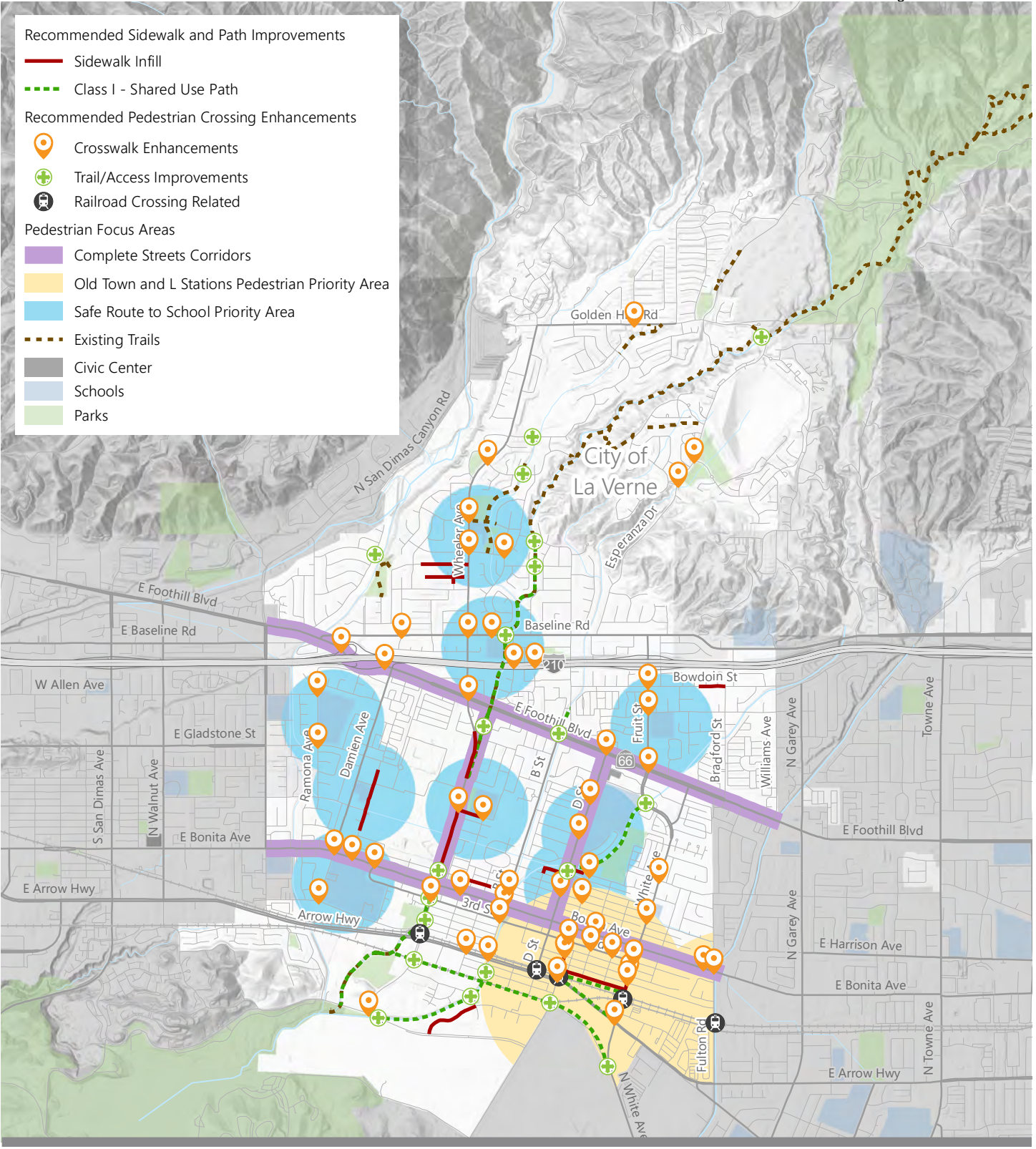


Figure 6

Improvements are recommended at key intersections and pedestrian crossings throughout the City. Improvements at locations in the City can consist of improving existing facilities and installing facilities where they currently do not exist. The crossing locations in Figure 6 have been grouped by the need identified for the improvement type. The crossing improvements may not vary by type but may assist the City in developing an action plan and seeking funding for the improvements.

It is critical to create safe and comfortable crossing opportunities for people walking, as the most vulnerable users of the street. Notably, when people cross the street, there is the highest potential for conflicts or crashes involving pedestrians with vehicles, bicyclists, or other road users. Improved crossings can expand safe access to schools, transit stops, and other destinations; these improvements can reduce the impact of physical barriers such as freeways and long, uninterrupted blocks. Crossing improvements can include the following:

- ▶ High-visibility or raised crosswalks
- ▶ Curb extensions to reduce crossing distances
- ▶ Treatments to reduce right-turning vehicle speeds (e.g., at an uncontrolled free right turn)
- ▶ Rectangular rapid flashing beacons (RRFB), signage, or other treatments to warn drivers of crossing pedestrians
- ▶ Americans with Disabilities Act (ADA)-compliant curb ramps
- ▶ Traffic signal modifications such as leading pedestrian interval (LPI) or dedicated pedestrian phases
- ▶ Pedestrian-friendly railroad crossings

Using these principles as guidance, several intersections were identified with opportunities to improve crossing facilities near schools in La Verne. While some intersections already provide yellow crosswalk markings, these locations can generally be improved with treatments such as yellow continental crosswalks, additional signage for drivers, or RRFBs at unsignalized locations. Recommended school intersections for crossing improvements are shown in Figure 6. Specific recommended school intersections and treatments are further detailed in Appendix D.

Physical barriers, as described in the Needs section of the ATP, can also be reduced through crossing improvements. Improved crossing facilities at key crossing locations are shown in Figure 6 and detailed in Appendix D. For example, rail crossings north of Arrow Highway present a barrier to people walking, since there are locations on four streets where the rail crossing arm was installed in the direct path of people walking. Repositioning the crossing arms at these locations is recommended to improve accessibility for people walking across this barrier.

Intersection crossing improvements can also increase ease of access to transit. While Bonita Avenue does not act as a significant barrier to walking connectivity in the City and to transit use (compared to roads such as Foothill Boulevard that have more vehicle lanes and higher volumes and speeds), access to Foothill Transit bus stops along Bonita Avenue can be improved with marked crosswalks where they are lacking. Intersection crossing treatments are recommended at the following locations:

- ▶ Bonita Ave. & Park Ave.
- ▶ Bonita Ave. & B St.
- ▶ Bonita Ave. & F St.
- ▶ Bonita Ave. & Fulton Rd.

A unique amenity to La Verne, the Marshall Canyon Trail is an exceptional opportunity to improve walking conditions in the City. Currently, the intersections of the Marshall Canyon Trail at various roads do not include any sort of crossing facilities. Independent of potential improvements along Marshall Canyon Trail (such as converting the trail into a Class I bicycle facility), the trail's crossings at City streets can benefit from enhancements, like curb ramps and signage warning drivers of the crossings. The following Marshall Canyon crossings are recommended for improvement:

- |   |                                 |
|---|---------------------------------|
| ▶ Orangewood St.                                | ▶ 3rd St.                       |
| ▶ Lemonwood St.                                 | ▶ Wheeler Ave. & Palomares Ave. |
| ▶ Baseline Rd.                                  | ▶ Bonita Ave.                   |
| ▶ Internal Shopping Center Road (near Autozone) |                                 |



Several other intersections and potential pedestrian crossing locations were identified for high-visibility crossing improvements near parks, schools, and the commercial areas of the City, as shown in Figure 6 and detailed in Appendix D.

## SIDEWALK INFILL RECOMMENDATIONS

As detailed in the Needs section, sidewalk gaps exist intermittently throughout La Verne. Sidewalk gaps are addressed as part of the ATP's recommended improvements to create a more connected, convenient walking network.

An initial set of sidewalk gaps were identified for infill, as shown in Figure 6. Filling these sidewalk gaps would assist in providing uninterrupted walking facilities to schools and other destinations such as parks, transit stops, and retail. The locations were prioritized for public roadways where sidewalk is currently missing on both sides of the roadway and/or filling the sidewalk gap would connect multiple destinations or transit stops.

## FOCUS AREAS AND COMPLETE STREET CORRIDOR RECOMMENDATIONS

Areas and corridors in the City have been identified as ideal locations for enhancing the walking experience and improving connectivity that will require additional study to determine the appropriate set of improvements. Each of these locations serve as major commercial areas, walking activity corridors, and/or connections between neighborhoods and adjacent jurisdictions that would benefit from pedestrian-oriented complete streets improvements in conjunction to the recommended bikeway improvements identified in the following section. Note that as the context of each area or corridor changes, such as leaving a commercial area, the type of complete streets improvements may similarly change with the context to recognize the change in use. Envisioned complete streets pedestrian-oriented improvements in these areas could include:

- ▶ Wider sidewalks to provide a comfortable walking environment for groups traveling in both directions (typically eight or more feet of clear width)
- ▶ Improved landscaping and amenities, either as shading through additional street trees, or a buffer between the sidewalk and vehicle traffic
- ▶ Treatments to reduce crossing distances such as curb extensions
- ▶ Improved crosswalks (such as continental crosswalks) or other crosswalk enhancements at intersections that are located within reasonable walking distances

Recommended focus areas and complete streets corridors are described below and shown in Figure 6:

- ▶ **Old Town La Verne and L Line (Gold) Station Areas:** Old Town La Verne is an important focus area, given its pedestrian-facing retail and restaurants, institutions such as the University of La Verne. This focus area also includes the two areas immediately surrounding the future L Line (Gold) Stations in La Verne and Pomona which will need to serve pedestrian activity to and from the station.
- ▶ **Foothill Boulevard:** Foothill Boulevard is a key corridor, as retail and restaurants line both sides of the street through the City. In addition, several Foothill Transit bus stops are located along Foothill Boulevard. However, Foothill Boulevard can act as a barrier to pedestrians attempting to cross the street, which consists of many lanes, high vehicle volumes, and high vehicle speeds.
- ▶ **Bonita Avenue:** Bonita Avenue is a focus corridor given that it connects to Old Town La Verne to the surrounding residential neighborhoods, San Dimas, and Pomona. Bonita Avenue also serves several Foothill Transit bus stops.
- ▶ **Wheeler Avenue and D Street:** Wheeler Avenue and D Street both provide north-south connecting schools, city hall, employment centers, and commercial areas within the City. Additionally, both are identified as key connections to new shared use paths that would provide additional pedestrian connectivity throughout La Verne.
- ▶ **Safe Routes to Schools Areas:** Safe Routes to Schools improvements are a critical part of improving a Citywide walking network, by providing both safe sidewalks and crossing facilities. Safe Routes to Schools can be implemented in coordination with the Bonita Unified School District and private schools in the City. Student walking activity and routes can be monitored or studied to develop preferred routes and improvements.

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## BIKING RECOMMENDATIONS

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Safe and comfortable bikeways in La Verne can help create a biking environment that accommodates users of all comfort levels. This section will review La Verne's existing bikeways and present the Plan's recommended bikeway network. The recommended network includes a range of bikeway types that provide safe bicycle connections to all neighborhoods and destinations in La Verne. The recommended network is informed by public feedback, the Plan's vision and goals, and current best practices in bicycle planning.

### APPROACH TO BIKEWAY RECOMMENDATIONS

Low-volume, low-speed roadways have been prioritized for bike routes throughout much of the city. The recommended bicycle network establishes a set of bike routes to serve both experienced bicyclists as well as less-experienced bicyclists. This combination of facilities for experienced and less-experienced riders will help the City construct a bikeways network that connects neighborhoods and key destinations for bicyclists of all ages and abilities. This approach takes advantage of La Verne's calm neighborhood streets to establish connections between schools, parks, and destinations across the city. Connecting neighborhoods to schools and shopping centers through low-vehicle-speed routes helps facilitate commute and household-supporting bicycle trips. Such connections also create new opportunities and connections for recreational riding along on-street facilities and for access to the Marshall Canyon Creek, Bonelli Park, and other recreational facilities.

Intersection design for bicyclists is an important focal point for the development of the bikeway network. Designing bikeways with appropriate intersection treatments to reduce conflicts and increase user comfort is essential to developing a low-stress, safe network of bikeway facilities. Adequate sight distance should be maintained for all street crossings and driveway access points. Pavement color treatments help highlight conflict points on the approach to and through the intersection, and they further define the bikeway relative to the vehicle travel lanes. Large intersections with high vehicle activity and complex movements can be intimidating for people bicycling and these intersections should be designed to make visible potential conflicts and improve comfort for all users.

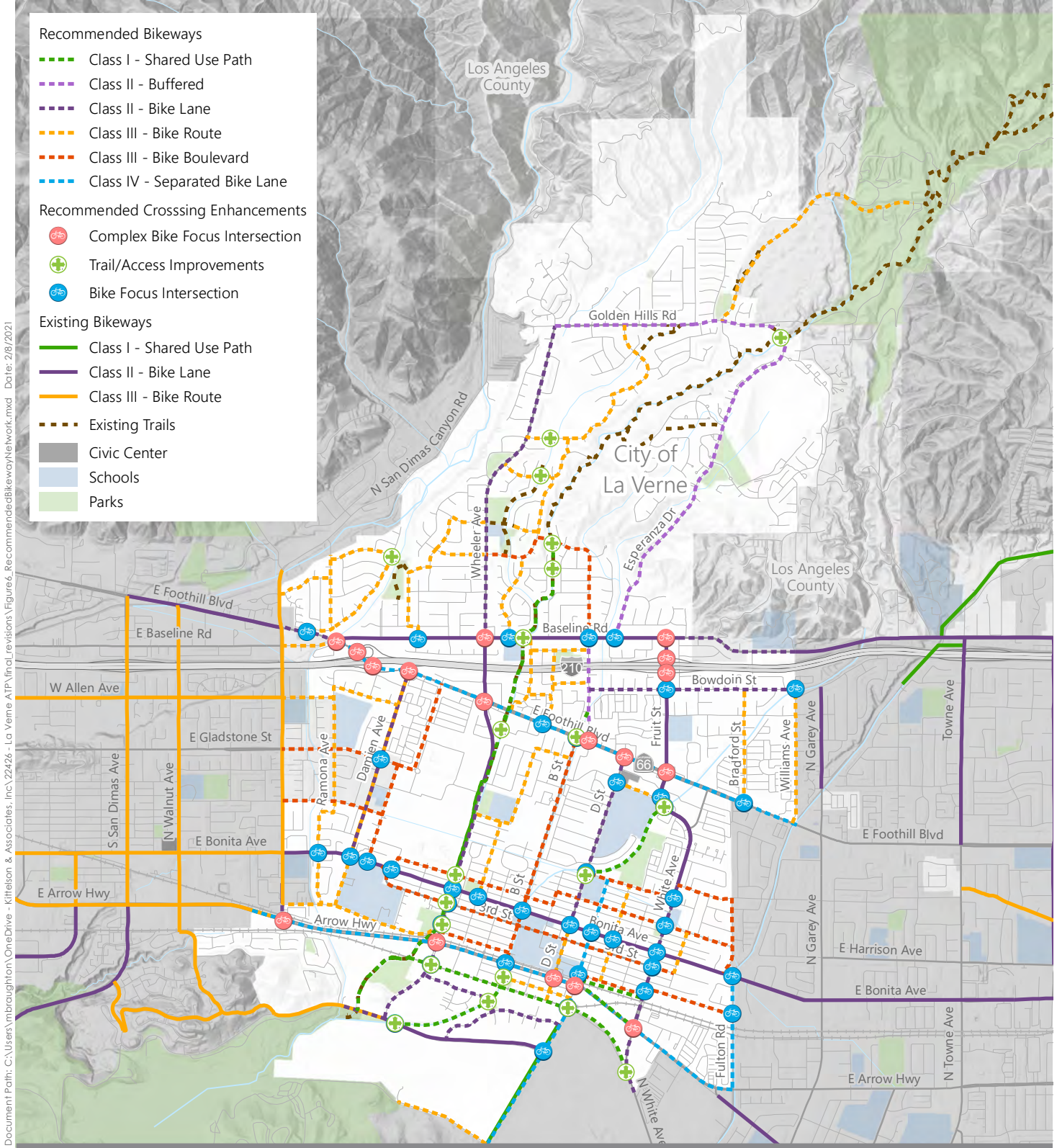
Vehicle speed management is an important element of designing Class III bicycle routes, where vehicles and bicyclists share a travel lane. Vehicle speed management can be achieved through physical traffic calming measures, traffic diversion, advisory signs, and striping, as well as education and enforcement programs aimed at managing vehicle speeds on bike routes.

### RECOMMENDED BIKEWAY IMPROVEMENTS

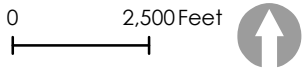
The recommended changes to La Verne's bikeway and walking networks are intended to increase safety and comfort for all people walking, biking, and rolling in the city, inclusive of individual mobility needs and comfort levels. Recommended improvements also aim to increase connectivity between destinations and neighborhoods throughout the city. La Verne's recommended bikeway network includes off-street and on-street bikeways connect to all neighborhoods and destinations in La Verne. The recommended network, presented in Figure 7, comprises of a range of bicycle facilities to suit each roadway context. Improvements include separated bikeways on Arrow Highway and Foothill Boulevard as well as buffered bike lanes on other key arterials.

The recommended network incorporates the changes implemented in the City of La Verne's Regional Commuter Bicycle Gap Closure Plan (2019) and proposed in LA Metro's Foothill Gold Line Extension First Mile / Last Mile Plan (2019). These changes include the addition of a combination of buffered and standard bike lanes on Bonita Avenue, White Avenue, Wheeler Avenue, Puddingstone Drive, and Fruit Avenue. The recommend bikeway improvements are shown in Figure 7 below and discussed in more detail in the following subsections. Figure 7 also shows the projects resulting from the City's Active Transportation Program award.

Recommended improvements were identified based on roadway cross-section reviews and best practices. Additional engineering and design analyses will be required to determine whether and how a bikeway improvement design can be implemented. Additional consideration will also need to evaluate motor vehicle operations, parking loss, or other impacts caused by the roadway reconfiguration to provide bikeways.



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Note: Where an existing facility is recommended for an enhanced bikeway, the facility will appear as two dashed colors to show the improved facility replacing the existing facility as the plan is implemented.

Figure 7



## Major Road Bikeway Improvements

There are several recommended bikeway improvements on arterial and collector roadways in the City that will require balancing biking and driving needs. These locations present complex challenges addressing biking needs to provide connections and access to destinations with a more comfortable and safer biking experience.

Improvements along these roadways will need to determine how trade-offs between the various needs of the roadway including (but not limited to) bicycling, business access, school pick-up/drop-off areas, and congestion. These improvements will likely require more detailed feasibility studies to determine the appropriate combination of bikeway improvements to provide safe and comfortable bikeways while serving other needs. Two of the most complex major road bikeway improvement locations, Foothill Boulevard and Arrow Highway, are discussed below as well as brief discussions of evaluations needs on D Street, Esperanza Road, and Wheeler Avenue. Each of these have been identified by the ATP as needed more detailed outreach, coordination, and study to determine if the recommended improvement is appropriate given competing needs for limited roadway space.

### Foothill Boulevard (State Route 66)

Foothill Boulevard serves several functions within the City as a major commercial corridor, arterial roadway providing connectivity between neighborhoods, and serving as a regional route connecting to San Dimas, Pomona, and the broader San Gabriel Valley region along the corridor and connecting to State Route 210. Foothill Boulevard also represents an opportunity to providing a bikeway connection between San Dimas (where Class 2 bike lanes currently existing) and Pomona as well as allowing for access to the commercial destinations and residential areas along the corridor. Providing separation for bicyclists from vehicle traffic will be an important consideration given the speed and volume of vehicles. Providing a separated bike lane along the corridor may require the removal of a travel lane in the eastbound direction and reconfiguring the lane arrangements in the westbound direction which could increase average vehicle delay at high-volume intersections along the corridor. As part of the ATP, existing traffic volumes and right-of-way were reviewed. Traffic volumes were determined to be low enough that removing a travel lane is feasible and the current roadway cross-section along the corridor is wide enough to accommodate the roadway reconfiguration to allow for separated bike lanes. As Foothill Boulevard is a state route, the improvement would require more detailed analysis to understand any impacts on the broader state highway system (including State Route 210) as part of the Caltrans project development process. This would begin with a project initiation document (PID) to begin studying the corridor.

### Arrow Highway

Like Foothill Boulevard, Arrow Highway serves as a major east-west arterial through the City providing connections to San Dimas, Pomona, and the broader San Gabriel Valley region. Arrow Highway also provides access to the Fairplex, downtown La Verne, the University of La Verne, residential neighborhoods, as well as the industrial and office center along Wheeler Avenue and Puddingstone Drive. Arrow Highway also represents an opportunity to reconfigure the available right-of-way to provide a separated bike lane. Traffic volumes were confirmed to be low enough and the existing right-of-way wide enough to allow for a lane to be removed in each direction. Impacts adjusting Arrow Highway have been previously evaluated as part of the traffic study conducted for the planning associated with the La Verne/Fairplex L Line (Gold) Station and previous Active Transportation Program grant studies. These studies found that a road diet was feasible on Arrow Highway but ultimately recommended parallel routes to serve as east-west connections. The ATP builds on these previously identified improvements and recommends additional study and implementation of low-stress bikeways on the Arrow Highway corridor to serve as a regional route between La Verne, San Dimas, and Pomona.

### Additional Major Road Bikeway Projects

In addition to these two arterial roadways, additional bikeway recommendations that may require more detailed feasibility analysis beyond the scope of the ATP include the Class II bike lanes on D street. Bike lanes would provide students, residents, and visitors connections from the surrounding neighborhoods to the Foothill Boulevard commercial corridor, La Verne Civic Center, Old Town La Verne, and the University of La Verne but would require reconfiguring the street cross-section in some segments of the street. Further analysis is needed to confirm that reconfiguring the segment of D Street by Bonita High School would not cause spillover congestion impacts due to the heavy traffic near the school, especially during pick-up or drop-off times.



Esperanza Drive and Wheeler Avenue are also arterial roadways with recommended improvements where additional analysis may be needed to determine any impacts to traffic operations or access to adjacent properties. However, existing traffic volumes and the current roadway cross-section were evaluated, and the improvements determined to be feasible with limited potential impacts on traffic operations or access.

## Bicycle Boulevards

There are several Class III routes that have been identified as bicycle boulevards in the recommended network: B Street, 1st Street, 3rd Street, 6th Street, 8th Street, Emerald Avenue, Fulton Road, Gladstone Street, Grove Street, Juanita Avenue, Moreno Avenue, Orangewood Street, Sedalia Avenue, and Via de Mansion. Bicycle boulevards building on the signing, striping, and official designation of a standard Class III bikeway by incorporating physical design features into the roadway to create a shared space for people driving and biking. Bicycle boulevards are intended to have slower traffic speeds and lower vehicle volumes that facilitate a shared space to create a more comfortable biking environment. Several of these corridors, including B Street and Gladstone Street are currently two-lane roadways with posted speeds above 25 mph. Developing these roadways as bicycle boulevards, which are best suited for low-speed and low-volume streets, would connect the broader City but would require changes to the roadway to encourage lower speeds through traffic calming to make it comfortable for people of all ages and abilities to bike along it. These improvements will require close coordination and outreach to neighborhoods and community engagement prior to implementation to generate support for the improvements.

## Northern La Verne Bike Loop

A loop of bicycle lanes on Wheeler Avenue, Golden Hills Road, and Esperanza Drive has been identified to provide more direct connections between the residential neighborhoods in northern La Verne to the rest of the City. This includes buffered bike lanes on Golden Hills Road and Esperanza Drive where right-of-way is available. Some segments of the roadway on Esperanza Drive north of Foothill may require reallocating roadway space from vehicles or parking to allow for the buffered bike lanes for segments of the corridor. Wheeler Avenue is more constrained – as a result only standard bike lanes are recommended.

In addition to the recommended loop, a network of several low-stress Class III bike routes has been identified as alternate routes using lower volume and lower speed streets to provide connections within northern La Verne.

## Schools and Transit Stops

Focus areas on the recommended network include schools and transit stops. New bikeways on Damien Avenue, D Street, and Park Avenue would provide routes to schools within the City and low-stress routes to transit stops. A separated bike lane on E Street would provide a route for people biking to access the planned LA Metro Foothill L Line (Gold) station just north of Arrow Highway and a separated bike lane on Fulton Road would connect the bikeway network to the Metrolink Station and future Pomona L Line (Gold) station.

## Improving Access

Bike facilities on Emerald Avenue and improved access to the bicycle and pedestrian overcrossing bridges on Bixby and Chelsea can provide additional connection over the I-210 freeway. The network would also provide several connections to destinations outside of the City with bikeways connecting to San Dimas, Claremont, and Pomona.

## IMPLEMENTATION

Achieving the goals of the City of La Verne Active Transportation Plan will require a strong funding strategy and a commitment to investing in incremental improvements to La Verne's active transportation network. Part of this process will determine which projects are most critical in the near-term. As a result, this chapter reviews:

- ▶ estimated planning-level project costs;
- ▶ typical funding sources for projects; and,
- ▶ initial priorities for implementation.

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## COST ESTIMATES

Developing cost estimates for the recommended active transportation improvements is intended to help guide the level of effort to implement a project and more accurately plan for future improvements. The cost estimates are "planning level" estimates that roughly estimate the cost magnitude based on typical costs.

As projects are moved forward through the project development process, more refined cost estimates will necessarily be developed as the unique characteristics of each project are analyzed more concretely during the design and construction phases. As a result, the ATP may currently over- or underestimate the cost of various projects, but these costs provide a strong basis for understanding the magnitude of implementing a project. Cost estimates for the recommended walking, biking, and rolling network improvements are shown in Appendix D and E, respectively.

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## POTENTIAL FUNDING SOURCES

This section helps to identify additional funding sources to assist the City of La Verne in implementing the improvements recommended in the ATP. Most funding for the improvements recommended in the ATP are likely to come from federal, state, and regional grant programs. These grant programs are often competitive and will require the City to compete against other municipalities for funding. To help determine the most competitive grants, the most common federal, state, and regional grant funding programs have been summarized below.

### FEDERAL FUNDING SOURCES

#### FHWA Transportation Investment Generating Economic Recovery Grants

The Transportation Investment Generating Economic Recovery Grants (TIGER) program provides federal grant funding for capital projects that have a significant impact at the national, regional, or metropolitan level. TIGER grant projects improve infrastructure to a state of good repair, implement safety improvements, connect communities and people to jobs and services, or anchor economic revitalization and job growth in communities. TIGER grants are competitive at the national level.

### STATE FUNDING SOURCES

#### Active Transportation Program

The California Active Transportation Program consolidated multiple existing federal and state funding sources into a single program aimed at encouraging increased use of active transportation in the state. The program seeks to increase the proportion of active transportation trips, increase safety and mobility for non-motorized users, and provide a broad range of projects to benefit active transportation users. Active Transportation Program calls for project cycles are released on an annual cycle.

## Los Angeles Metro Local Return Program

The Proposition A, Proposition C and Measure R and Measure M Local Return programs are four one-half cent sales tax measures to finance transit development countywide. A portion of these funds are earmarked for the Local Return Programs to be used by cities and the County of Los Angeles in developing and/or improving local transportation infrastructure.

## LOCAL FUNDING SOURCES

### La Verne Enhanced Infrastructure Financing District

The City of La Verne and County of Los Angeles have established an Enhanced Infrastructure Financing District (EIFD) near the City's future L Line (Gold) light rail station. This district establishes a funding mechanism to facilitate the construction of infrastructure improvements in the area surrounding the L Line (Gold) station. The increment of property taxes compared to the base year (2017/2018) would be restricted to pay for specific infrastructure projects listed in the financing plan. If amended, the EIFD financing plan could consider including additional active transportation projects within the EIFD area.

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## PROJECT PRIORITIZATION

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All the projects identified in this plan play a role in creating a connected and safe network for people walking and biking in and through La Verne. However, certain projects will provide more benefit in terms of helping improve safety, meeting walking and biking demand, expanding access for transportation disadvantaged populations, and connecting the City's existing and future activity centers. To identify the projects that will help to achieve these benefits, the recommended projects were prioritized using the following criteria:

- ▶ **Safety**
  - Presence of bicycle or pedestrian crashes
- ▶ **Comfort**
  - Bicycle Level of Traffic Stress Score of 3 or 4
- ▶ **Demand**
  - Provides access to civic centers or parks
  - Provides access to schools
  - Provides access to transit
  - Connects to a focus area or corridor
- ▶ **Equity**
  - Connects to or is within a disadvantaged community
- ▶ **Implementation**
  - Relative ease of project implementation

This prioritization process scores each recommended project for every criterion. The higher the score, the greater the benefits a given project is likely to provide. The order in which projects are ultimately implemented will depend on a variety of factors including the complexity of the project, the level and need for project engineering and design, overall cost, the ability to "piggyback" the project on other upcoming opportunities or maintenance activities, sequencing to emphasize the existing networks connectivity, and how well a project satisfies a grant program's requirements. Some of the projects identified in the plan are on facilities owned, operated, and/or maintained by Caltrans. These projects will be subject to Caltrans' planning processes and project selection methodologies.

Given the need for additional staff and stakeholder input to determine the ultimate priorities for improvements within La Verne, the prioritization scoring has been left unweighted with each of the eight criteria scored equally (up to 2 points). City staff in collaboration with the Active Transportation Committee and additional stakeholders, as desired, will determine the ultimate prioritization weighting to guide future implementation. As a result, pedestrian improvements are scored out of a maximum of 14 points and bicycle improvements a maximum of 16 points. The eight prioritization criteria are summarized below.

- ▶ **Safety**
  - **Presence of bicycle and pedestrian crashes:** This criterion prioritizes all improvement locations based on the presence of a bicyclist- or pedestrian-involved crash at or along a recommended improvement location. Locations with a bicycle- or pedestrian-involved crash history identify locations where improvements have the potential to improve walking and biking safety.
- ▶ **Comfort**
  - **Bicycle Level of Traffic Stress Score of 3 or 4:** Bicycle improvements are prioritized based on the existing level of traffic stress (LTS) score. These locations represent the greatest opportunities to improve bicyclist comfort and provide connections and bikeways that serve all ages and abilities of bicyclists.
- ▶ **Demand**
  - **Provides access to the civic center or parks:** Improvement locations within one-quarter mile of the La Verne Civic Center or parks help to connect the surrounding neighborhoods and broader community to civic and recreational opportunities.
  - **Provides access to schools:** Improvements providing connections to schools help provide students safe routes to and from their school. Recommended projects within one-quarter mile of a school are prioritized by this criterion.
  - **Provides access to transit:** This criterion prioritizes all improvements locations that are within one-quarter mile of a transit stop (bus or rail). These projects represent opportunities to improve direct walking or biking routes to transit.
  - **Connects to a focus area or corridor:** This criterion prioritizes improvements that directly connect or are within one of the identified walking focus areas or corridors. Connections and improvements within these areas are opportunities to improve walking and biking for the major walking and biking activity areas within La Verne and connect the surrounding neighborhoods to destinations and services.
- ▶ **Equity**
  - **Connects to or is within a disadvantaged community:** The equity criterion emphasizes identifying improvements that improve accessibility for transportation-disadvantaged populations within La Verne to provide low-cost transportation options regardless of income or background. This criterion uses the California Office of Environmental Health Hazard Assessment (OEHHA) CalEnviroScreen 3.0 tool to identify communities that are most affected by cumulative environmental and public health impacts. Projects in La Verne that are within the higher deciles of the CalEnviroScreen tool (i.e., locations with higher cumulative impacts) are prioritized by this criterion.
- ▶ **Implementation**
  - **Relative ease of project implementation:** An important consideration when prioritizing projects is the relative ease of implementation. This criterion evaluates project based on the ability of the City to implement the recommended projects based on the need for additional feasibility analysis, technical constraints, and/or necessary coordination with other agencies or partners.

The highest priority biking and walking projects result from the prioritization process are highlighted below:

- ▶ **Bicycle Improvements (Score):**
  - 3<sup>rd</sup> Street – Class III Bike Boulevard – Bonita Avenue to I Street (16)
  - Glenfield Avenue / 5<sup>th</sup> Street / C Street – Class III Bike Boulevard – 3<sup>rd</sup> Street to 6<sup>th</sup> Street (15)
  - Wheeler Avenue – Class II Bike Lane – Paseo Avenue to Puddingstone Drive (15)
  - D Street – Class II Bike Lane – Bonita Avenue to Foothill Boulevard (14)
  - Fairplex Drive/E Street – Class IV Separated Bike Lane – McKinley Avenue to 8<sup>th</sup> Street (14)
  - Bonita Avenue & Glenfield Avenue – Unsignalized Bicycle Crossing Enhancements (14)
- ▶ **Walking Improvements (Score):**
  - Bonita Avenue & Damien Avenue – Signalized Pedestrian Crossing Enhancements (13)
  - Foothill Blvd & Fruit St – Signalized Crossing Enhancements (13)
  - Bonita Ave & Sedalia Ave – Uncontrolled Crossings Enhancements (12)
  - Bonita Ave & Glenfield Ave – Uncontrolled Crossings Enhancements (12)
  - Live Oak Wash Shared-Use Path (12)

Details on the prioritization scoring and methodology are provided in Appendix F.

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## IMPLEMENTATION GUIDANCE

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Fulfilling implementing the recommended improvements of the Active Transportation Plan will require creativity in identifying funding opportunities, applying for and winning implementation grants, integrating active transportation improvements into other project development or maintenance projects, and adjusting the recommended projects as new connections, needs, or opportunities arise. A brief summary of potential opportunities that may best fit available funding sources are described below. Note that other funding programs that allocate funding directly to the City, such as TDA Article 3 or SCAG Local Return funding are not described below but provide funding opportunities for the City to use to implement active transportation capital improvements.

### TIGER and ATP Grants

The federal TIGER program and the California Active Transportation Program grants both focus on identifying projects that will be transformative in improving infrastructure, providing safety improvements, and enhancing connectivity and economic vitality. These grants also require a significant investment in data collection, public outreach, and documentation of the benefits and costs of the improvements. As such, these grants are best suited for active transportation improvements that will significantly impact the surrounding community by changing its character and opening new opportunities for walking, biking, and broader City or regional accessibility. Example projects from the La Verne ATP that may be competitive for TIGER or California Active Transportation Program funds include:

- ▶ Foothill Boulevard Separated Bike Lane and Intersection Improvements
- ▶ Arrow Highway Separated Bike Lane and Intersection Improvements
- ▶ Marshall Canyon Shared-Use Path and Access Improvements
- ▶ Live Oak Wash Shared-Use Path and Access Improvements
- ▶ Fairplex Drive / E Street Separated Bike Lane and Intersection Improvements
- ▶ Southern Pacific and Metro Line Shared-Use Paths serving the future L Line (Gold) Station
- ▶ Streetscape and Crossing Improvements for the La Verne L Line (Gold) Station and Old Town La Verne

Each of these locations would create a transformative experience for people walking and biking while also connecting and serving a number of destinations and economic hubs for the City while also addressing safety.

TIGER grant application periods are tied to federal funding cycle and do not occur on a regular basis. The California Active Transportation Program is expected to include funding and programming each year. California Active Transportation Program grant call for projects are typically opened in the spring or summer with selected projects for each cycle announced in the winter or spring the following year.

### Highway Safety Improvement Program Grants

The California Highway Safety Improvement Program (HSIP) is a federally funded grant program that focuses on safety improvements. Projects are selected based on a benefit-cost analysis calculated based on the expected reduction of crashes. The calculation is based on the most recent five years of crash history at a grant application location. There are several bicycle and pedestrian safety treatments available within the grant application such as striping new bike lanes, implementing a road diet, installing new sidewalk, installing new crosswalks, or enhancing or protected pedestrian crosswalks. Example projects from the La Verne ATP that may be competitive for HSIP grants include:

- ▶ Foothill Blvd & Fruit Street Bicycle and Pedestrian Intersection Improvements
- ▶ Foothill Blvd & D Street Bicycle and Pedestrian Intersection Improvements
- ▶ Baseline Rd & Wheeler Avenue Bicycle and Pedestrian Intersection Improvements
- ▶ Foothill Boulevard Separated Bike Lane
- ▶ D Street Class II Bike Lane

Each of these locations are recommended for improvements that are consistent with safety treatments allowed under the HSIP grant guidelines and have a documented bicycle or pedestrian crash history which would provide a safety benefit in the program's benefit-cost analysis. The HSIP grant cycle is typically opened for applications every 1-2 years, subject to Caltrans and federal funding. The call for projects typically opens in the spring or summer and applications are due in the early fall. Awarded projects are announced the following winter or spring.

## Affordable Housing and Sustainable Communities (AHSC) Program

The AHSC grant program funds combined housing and transportation projects. Like the Active Transportation Program, the AHSC grant is data, public outreach, and documentation-intensive but also requires the grant applicant to demonstrate the connection between an affordable housing development and recommended transportation improvements. Projects eligible for AHSC funding must increase accessibility to affordable housing, employment centers, and key destinations through low-carbon transportation that reduce vehicle miles traveled. Because these improvements are dependent on aligning transportation improvements with affordable housing development, no specific projects can currently be recommended. The potential for future affordable transit-oriented development around the future L Line (Gold) Station could represent an opportunity to fund active transportation improvements connecting affordable housing to the L Line (Gold) Station and surrounding destinations.

The AHSC grant program has released a call for projects every year since its inception. Applications are typically announced in the fall and due in the beginning of the following year with awards announced in the summer. These projects require the City to partner with an affordable housing developer to implement the project.

## Integration with City Capital Improvement and Maintenance Practices

In addition to seeking grant funding opportunities, the City should also explore how walking and biking improvements can be integrated into upcoming capital improvement projects and maintenance/resurfacing projects. Integrating active transportation improvements into these projects provides an opportunity to accomplish two transportation goals at the same time as well as introducing cost efficiencies for implementation.

Many of the recommended Class III bicycle routes consist of limited signing and pavement markings along the length of the route. Installing bike route signs and placing "sharrow" pavement markings for these bike routes may be integrated into routine maintenance activities to designate these routes as part of maintenance activities. Integrating projects in this manner also allows for additional savings by combining design costs as well as implementation costs. Developing workflows to identify these opportunities early in the project development process will be a key to success for integrating these projects into ongoing maintenance and resurfacing activities. City staff should work with the Active Transportation Committee on an annual basis to identify upcoming maintenance and capital improvement projects along corridors recommended for active transportation improvements to identify opportunities to integrate the ATP's recommendations as part of capital or maintenance projects.

# APPENDIX A: PEDESTRIAN COUNTS



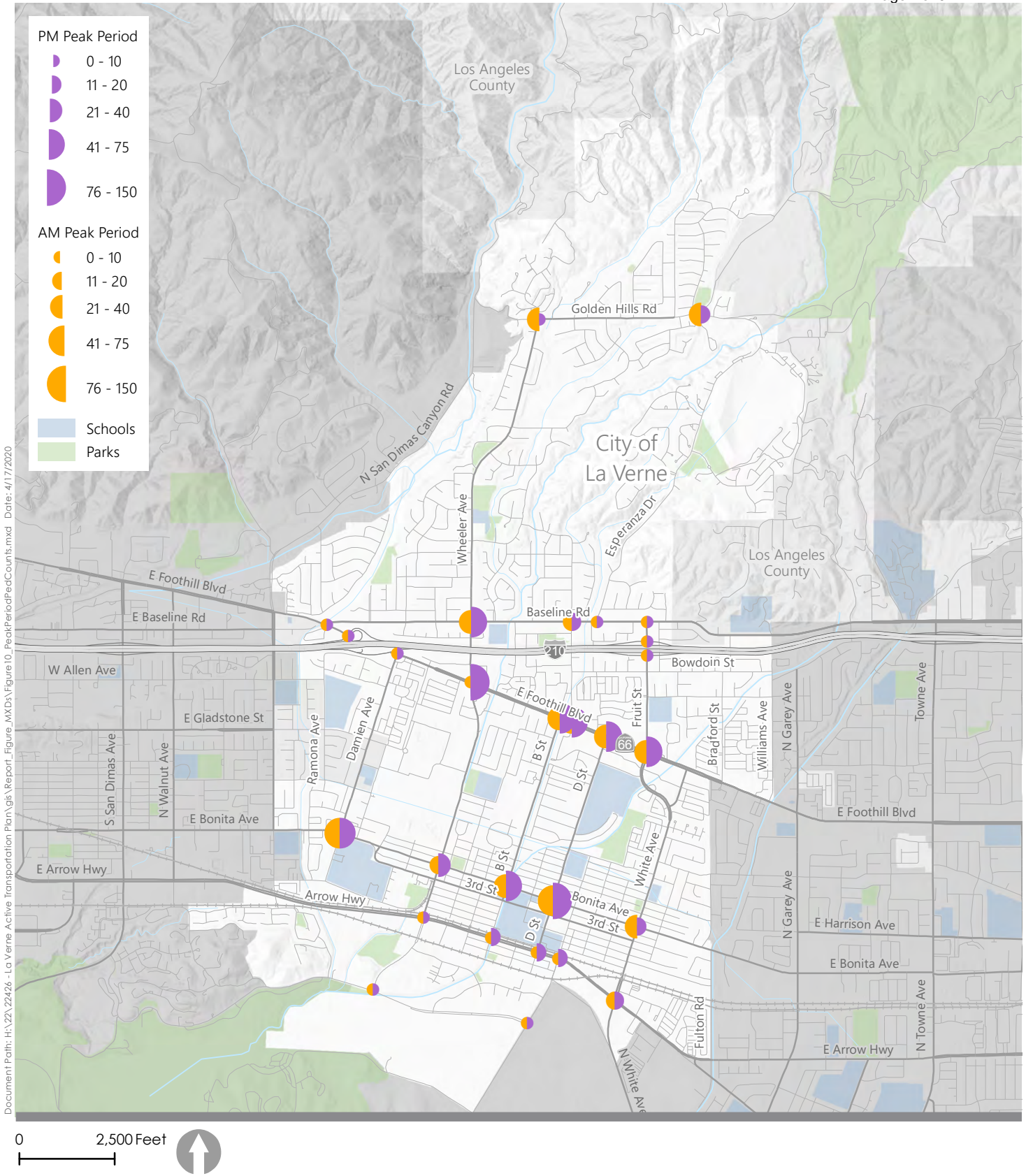
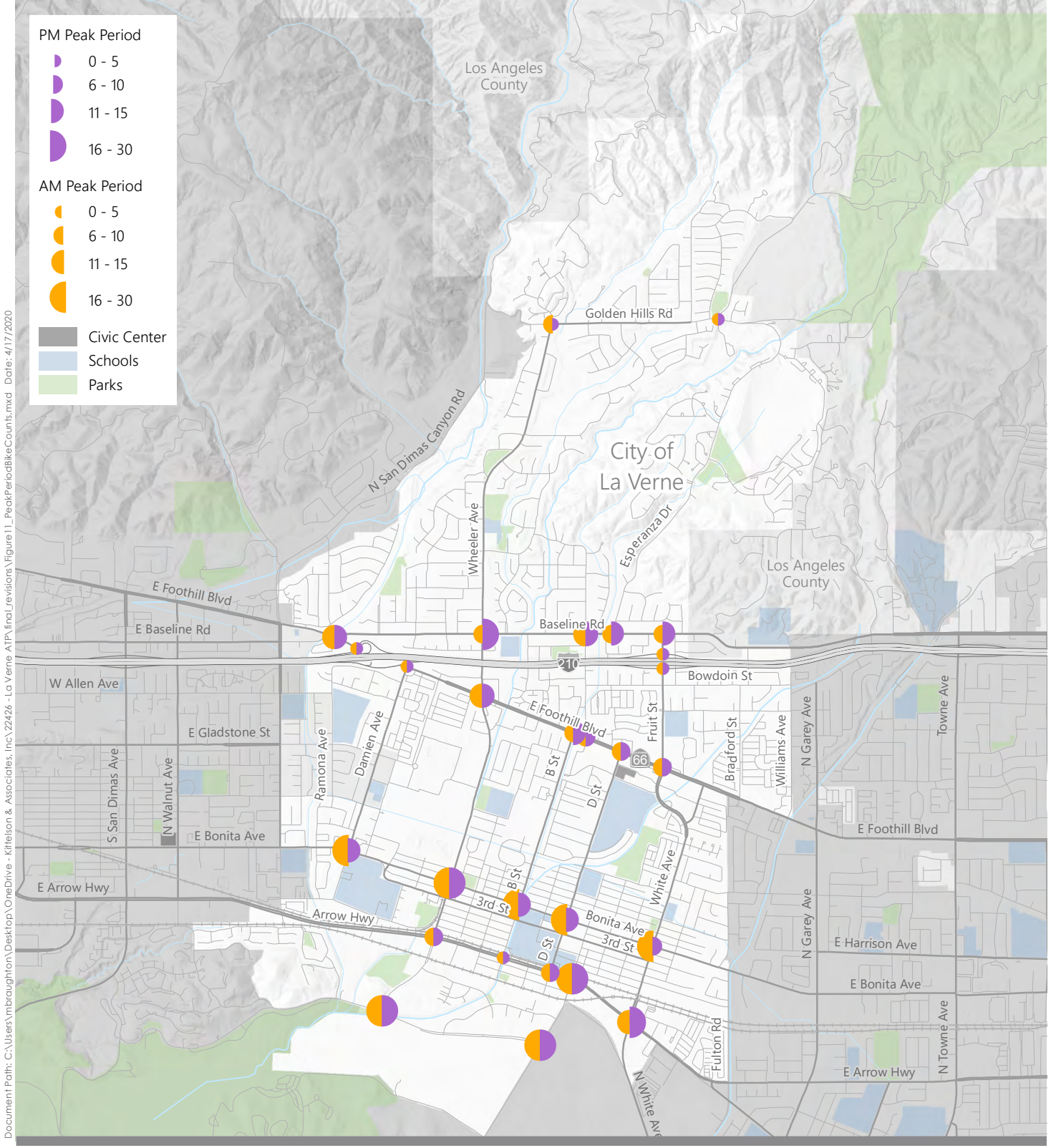


Figure 11

Peak Hour  
Pedestrian Volumes

## APPENDIX B: BICYCLE COUNTS



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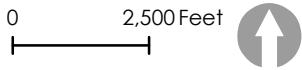


Figure 12

## APPENDIX C: LEVEL OF STRESS METHODOLOGY

This appendix documents the MTI Bicycle Level of Stress methodology used to assess LTS on City roads as documented in the Existing Conditions section. The MTI methodology provides criteria for assessing LTS along the following three bicycle facility types:

- ▶ bike lanes alongside a parking lane;
- ▶ bike lanes not alongside a parking lane; and
- ▶ mixed traffic.

In addition, physically separated bikeways are always scored the lowest level of traffic stress between intersections (LTS 1).

The methodology evaluation criteria for each of the three facility types are shown in Table 8 through Table 10. These criteria operate following the “weakest link” principle, where the criterion with the worst LTS determines the stress level of the segment. For example, if the number of lanes criteria matches the metric for LTS 1 but the speed limit matches for LTS 3, the segment would be coded for LTS 3.

Table 8: Urban Segment Criteria for Bike Lanes Alongside a Parking Lane

Criteria	Level of Traffic Stress			
	LTS 1	LTS 2	LTS 3	LTS 4
Lanes per Direction	1 lane	[No Effect]	2 or more lanes	[No Effect]
Bike Lane plus Parking Lane Width	15+ feet	14-14.5 feet <sup>1</sup>	13.5 feet or less	[No Effect]
Speed Limit	25 mph or less	30 mph	35 mph	40+ mph
Bike Lane Blockage	Rare	[No Effect]	Frequent	[No Effect]

Note: 1. If speed limit < 25 mph or Class = residential, then any width is acceptable for LTS 2.

Source: Mekuria, Maaza. Low-Stress Bicycling and Network Connectivity, Mineta Transportation Institute, 2012.

Table 9: Urban Segment Criteria for Bike Lanes Not Alongside a Parking Lane

Criteria	Level of Traffic Stress			
	LTS 1	LTS 2	LTS 3	LTS 4
Lanes per Direction	1 lane	2 lanes (with median)	2 (no median) or > 2 lanes	[No Effect]
Bike Lane Width	6+ feet	5.5 feet or less	[No Effect]	[No Effect]
Speed Limit	30 mph or less	[No Effect]	35 mph	40+ mph
Bike Lane Blockage	Rare	[No Effect]	Frequent	[No Effect]

Source: Mekuria, Maaza. Low-Stress Bicycling and Network Connectivity, Mineta Transportation Institute, 2012.

Table 10: Urban Segment Criteria for Level of Traffic Stress in Mixed Traffic



Speed Limit	Street Width		
	2-3 Lanes	4-5 Lanes	6+ Lanes
Up to 25 mph	LTS 1 or 2	LTS 3	LTS 4
30 mph	LTS 2 or 3	LTS 4	LTS 4
35+ mph	LTS 4	LTS 4	LTS 4

Note: 1. Use lower value for streets without marked centerlines or classified as residential and with fewer than 3 lanes; use higher value otherwise.

Source: Mekuria, Maaza. Low-Stress Bicycling and Network Connectivity, Mineta Transportation Institute, 2012.

The data requirements, availability, and assumptions that were used in this analysis are shown in Table 11 below.

Table 11: Data Requirements and Assumptions

Data Requirement	Data Availability/Assumptions
Parking lane presence	Available through Google Earth review
Number of lanes	Available through Google Earth review and site visits
Parking lane width	Available via Google Earth review
Bicycle lane availability	Available through Google Earth review and site visits
Bicycle lane width	Available through Google Earth review and site visits
Frequency of bicycle lane blockage	Assumed to be frequent in presence of commercial uses and driveways where a bike lane exists

Source: Mekuria, Maaza. Low-Stress Bicycling and Network Connectivity, Mineta Transportation Institute, 2012.

## CROSSING LTS METHODOLOGY

The MTI LTS crossing methodology analyzes intersections and crossings for the following situations:

- Intersection approaches for pocket bike lanes;
- Intersection approaches for mixed traffic in the presence of right-turn lanes;
- Intersection crossings for unsignalized crossings without a median refuge; and,
- Intersection crossings for unsignalized crossings with a median refuge.

Under this methodology, the LTS at an approach is graded from LTS 1 through LTS 4 based on the criteria outlined in Table 12 through Table 15.

Table 12: Level of Traffic Stress Criteria for Pocket Bike Lanes

Configuration	Level of Traffic Stress
Single right-turn lane up to 150 ft. long, starting abruptly while the bike lane continues straight, and having an intersection angle and curb radius such that turning speed is < 15 mph	LTS ≥ 2
Single right-turn lane longer than 150 ft. starting abruptly while the bike lane continues straight, and having an intersection angle and curb radius such that turning speed is < 20 mph.	LTS ≥ 3
Single right-turn lane in which the bike lane shifts to the left, but the intersection angle and curb radius are such that turning speed is < 15 mph.	LTS ≥ 3
Single right-turn lane with any other configuration; dual right-turn lanes; or right-turn lane along with an option (through-right) lane.	LTS ≥ 4

Source: Mekuria, Maaza. Low-Stress Bicycling and Network Connectivity, Mineta Transportation Institute, 2012.

Table 13: Level of Traffic Stress Criteria for Mixed Traffic in the Presence of a Right-Turn Lane

Configuration	Level of Traffic Stress
Single right-turn lane with length < 75 ft. and intersection angle and curb radius limit turning speed to 15 mph.	(no effect on LTS)
Single right-turn lane with length between 75 and 150 ft., and intersection angle and curb radius limit turning speed to 15 mph.	LTS ≥ 3
Otherwise.	LTS ≥ 4

Source: Mekuria, Maaza. Low-Stress Bicycling and Network Connectivity, Mineta Transportation Institute, 2012.

Table 14: Level of Traffic Stress Criteria for Unsignalized Crossings Without a Median Refuge

Speed Limit of Street Being Crossed	Width of Street Being Crossed		
	Up to 3 lanes	4 -5 lanes	6+ lanes
Up to 25 mph	LTS 1	LTS 2	LTS 4
30 mph	LTS 1	LTS 2	LTS 4
35 mph	LTS 2	LTS 3	LTS 4
40+ mph	LTS 3	LTS 4	LTS 4

Source: Mekuria, Maaza. Low-Stress Bicycling and Network Connectivity, Mineta Transportation Institute, 2012.

Table 15: Level of Traffic Stress Criteria for Unsignalized Crossings with a Median Refuge at Least Six Feet Wide

Speed Limit of Street Being Crossed	Width of Street Being Crossed		
	Up to 3 lanes	4 -5 lanes	6+ lanes
Up to 25 mph	LTS 1	LTS 1	LTS 2
30 mph	LTS 1	LTS 2	LTS 3
35 mph	LTS 2	LTS 3	LTS 4
40+ mph	LTS 3	LTS 4	LTS 4

Source: Mekuria, Maaza. Low-Stress Bicycling and Network Connectivity, Mineta Transportation Institute, 2012.

## APPENDIX D: WALKING IMPROVEMENT COST ESTIMATES

Table 16 documents the recommended walking improvements that were discussed in the Recommendations chapter and shown in Figure 6. The table also shows the cost estimates for these improvements as referenced in the Implementation chapter. Implementing these recommendations would help create more comfortable opportunities for people choosing to walk in La Verne. Cost estimates are generalized planning-level estimates based on the expected relative complexity of the project. Actual project costs and implementation treatments will need to be determined through further study. In addition, it should be noted that I-210 ramps and Foothill Boulevard are under the jurisdiction of Caltrans; therefore, the City should coordinate with Caltrans to implement improvements at these locations.



Table 16: Pedestrian improvements and Cost Estimates

Location	Extents	Recommended Improvement	Length (miles)	Improvements	Cost
<b>Sidewalk Infill</b>					
1st St	E St to White Ave	Sidewalk Infill	0.3	Sidewalk Infill	\$ 580,000
5th St	Park Ave to B St	Sidewalk Infill	0.2	Sidewalk Infill	\$ 390,000
8th St	D St to E St	Sidewalk Infill	0.1	Sidewalk Infill	\$ 140,000
Aldersgate Dr	Wheeler Ave to St Andrews Ave	Sidewalk Infill	0.2	Sidewalk Infill	\$ 410,000
Bowdoin St	Fig Cir to Bradford St	Sidewalk Infill	0.1	Sidewalk Infill	\$ 230,000
C St	7th St to End	Sidewalk Infill	0.0	Sidewalk Infill	\$ 60,000
Cadley Dr	Ruggles St to Oak Ridge Dr	Sidewalk Infill	0.1	Sidewalk Infill	\$ 220,000
Cottage Pl	C St to D St	Sidewalk Infill	0.1	Sidewalk Infill	\$ 190,000
Deventer Dr	Full Extent	Sidewalk Infill	0.2	Sidewalk Infill	\$ 340,000
E St	Arrow Hwy to 2nd St	Sidewalk Infill	0.1	Sidewalk Infill	\$ 210,000
Holly Oak St	Wheeler Ave to Park Ave	Sidewalk Infill	0.1	Sidewalk Infill	\$ 220,000
Sedalia Ave	Highland Dr to Gladstone St	Sidewalk Infill	0.3	Sidewalk Infill	\$ 540,000
Wheeler Ave	5th St to Holly Oak St	Sidewalk Infill	0.3	Sidewalk Infill	\$ 480,000
Wheeler Ave	Paseo Ave to Ancona Dr	Sidewalk Infill	0.2	Sidewalk Infill	\$ 410,000
White Ave	Arrow Hwy to 1st St	Sidewalk Infill	0.2	Sidewalk Infill	\$ 360,000
Wright Ave	Yeager Ave to Puddingstone Dr	Sidewalk Infill	0.3	Sidewalk Infill	\$ 540,000
<b>Pedestrian Crossing Improvements</b>					
5th St & B St	--	Uncontrolled Crossings Enhancements	--	Enhanced High-Visibility Crosswalks with Advance Signing and Striping	\$ 50,000
Arrow Hwy & A St	--	Uncontrolled Crossings Enhancements	--	Enhanced High-Visibility Crosswalks with Advance Signing and Striping, RRFB or protected crossing	\$ 150,000
Arrow Hwy & B St	--	Signalized Crossing Enhancements	--	Leading Pedestrian Intervals, Signal Timing Study, Enhanced Crosswalk Markings, Curb Ramp Improvements, and Curb Extensions	\$ 150,000
Arrow Hwy & Fairplex Dr	--	Signalized Crossing Enhancements	--	Leading Pedestrian Intervals, Signal Timing Study, Enhanced Crosswalk Markings, Curb Ramp Improvements, and Curb Extensions	\$ 150,000
Arrow Hwy & White Ave	--	Signalized Crossing Enhancements	--	Leading Pedestrian Intervals, Signal Timing Study, Enhanced Crosswalk Markings, Curb Ramp Improvements, and Curb Extensions	\$ 150,000
B St & 3rd St	--	Uncontrolled Crossings Enhancements	--	Enhanced High-Visibility Crosswalks with Advance Signing and Striping	\$ 50,000
Baseline Dr & Hale Ave	--	Uncontrolled Crossings Enhancements	--	Enhanced High-Visibility Crosswalks with Advance Signing and Striping, RRFB or protected crossing	\$ 150,000
Baseline Rd & Via Rancho La Verne	--	Uncontrolled Crossings Enhancements	--	Enhanced High-Visibility Crosswalks with Advance Signing and Striping, RRFB or protected crossing	\$ 150,000
Baseline Rd & Wheeler Ave	--	Signalized Crossing Enhancements	--	Leading Pedestrian Intervals, Signal Timing Study, Enhanced Crosswalk Markings, Curb Ramp Improvements, and Curb Extensions	\$ 150,000
Bixby Dr Foothill Freeway Overcrossing	--	Uncontrolled Crossings Enhancements	--	Curb Ramps and Signing	\$ 100,000
Bonita Ave & B St	--	Signalized Crossing Enhancements	--	Leading Pedestrian Intervals, Signal Timing Study, Enhanced Crosswalk Markings, Curb Ramp Improvements, and Curb Extensions	\$ 150,000
Bonita Ave & Damien Ave	--	Signalized Crossing Enhancements	--	Leading Pedestrian Intervals, Signal Timing Study, Enhanced Crosswalk Markings, Curb Ramp Improvements, and Curb Extensions	\$ 150,000
Bonita Ave & F St	--	Uncontrolled Crossings Enhancements	--	Enhanced High-Visibility Crosswalks with Advance Signing and Striping	\$ 50,000
Bonita Ave & Fulton Rd	--	Uncontrolled Crossings Enhancements	--	Enhanced High-Visibility Crosswalks with Advance Signing and Striping	\$ 50,000
Bonita Ave & Glenfield Ave	--	Uncontrolled Crossings Enhancements	--	Enhanced High-Visibility Crosswalks with Advance Signing and Striping	\$ 50,000
Bonita Ave & Park Ave	--	Uncontrolled Crossings Enhancements	--	Enhanced High-Visibility Crosswalks with Advance Signing and Striping	\$ 50,000
Bonita Ave & Sedalia Ave	--	Uncontrolled Crossings Enhancements	--	Enhanced High-Visibility Crosswalks with Advance Signing and Striping	\$ 50,000
Chelsea Dr Foothill Freeway Overcrossing	--	Uncontrolled Crossings Enhancements	--	Curb Ramps and Signing	\$ 100,000
D St & 11th St	--	Uncontrolled Crossings Enhancements	--	Enhanced High-Visibility Crosswalks with Advance Signing and Striping	\$ 50,000
D St & 6th St	--	Uncontrolled Crossings Enhancements	--	Enhanced High-Visibility Crosswalks with Advance Signing and Striping	\$ 50,000

Location	Extents	Recommended Improvement	Length (miles)	Improvements	Cost
D St & Evergreen St	--	Signalized Crossing Enhancements	--	Leading Pedestrian Intervals, Signal Timing Study, Enhanced Crosswalk Markings, Curb Ramp Improvements, and Curb Extensions	\$ 150,000
D St & Live Oak Wash SUP	--	Trail/Access Enhancements	--	Curb Ramps, Signing and Striping, Wayfinding Signs	\$ 100,000
D St Railroad Crossing	--	Railroad Crossing Enhancement	--	Improved Sidewalks for Railroad Crossing, Relocate Crossing Arms	\$ 2,000,000
Damien Ave & Palomares Ave	--	Uncontrolled Crossings Enhancements	--	Enhanced High-Visibility Crosswalks with Advance Signing and Striping	\$ 50,000
E St & 2nd St	--	Uncontrolled Crossings Enhancements	--	Enhanced High-Visibility Crosswalks with Advance Signing and Striping	\$ 50,000
E St & 3rd St	--	Uncontrolled Crossings Enhancements	--	Enhanced High-Visibility Crosswalks with Advance Signing and Striping	\$ 50,000
E St & 6th St	--	Uncontrolled Crossings Enhancements	--	Enhanced High-Visibility Crosswalks with Advance Signing and Striping	\$ 50,000
E St & 8th St	--	Uncontrolled Crossings Enhancements	--	Enhanced High-Visibility Crosswalks with Advance Signing and Striping	\$ 50,000
E St Railroad Crossing	--	Railroad Crossing Enhancement	--	Improved Sidewalks for Railroad Crossing, Relocate Crossing Arms	\$ 2,000,000
Esperanza Dr & Crestview Dr	--	Uncontrolled Crossings Enhancements	--	Enhanced High-Visibility Crosswalks with Advance Signing and Striping	\$ 50,000
Esperanza Dr & Shemiran St	--	Uncontrolled Crossings Enhancements	--	Enhanced High-Visibility Crosswalks with Advance Signing and Striping	\$ 50,000
F St & 3rd St	--	Uncontrolled Crossings Enhancements	--	Enhanced High-Visibility Crosswalks with Advance Signing and Striping	\$ 50,000
Foothill Blvd & D St	--	Signalized Crossing Enhancements	--	Leading Pedestrian Intervals, Signal Timing Study, Enhanced Crosswalk Markings, Curb Ramp Improvements, and Curb Extensions	\$ 150,000
Foothill Blvd & Foothill Fwy EB Ramps	--	Signalized Crossing Enhancements	--	Leading Pedestrian Intervals, Signal Timing Study, Enhanced Crosswalk Markings, Curb Ramp Improvements, and Curb Extensions	\$ 150,000
Foothill Blvd & Foothill Fwy WB Ramps	--	Signalized Crossing Enhancements	--	Leading Pedestrian Intervals, Signal Timing Study, Enhanced Crosswalk Markings, Curb Ramp Improvements, and Curb Extensions	\$ 150,000
Foothill Blvd & Fruit St	--	Signalized Crossing Enhancements	--	Leading Pedestrian Intervals, Signal Timing Study, Enhanced Crosswalk Markings, Curb Ramp Improvements, and Curb Extensions	\$ 150,000
Foothill Blvd & Wheeler Ave	--	Signalized Crossing Enhancements	--	Leading Pedestrian Intervals, Signal Timing Study, Enhanced Crosswalk Markings, Curb Ramp Improvements, and Curb Extensions	\$ 150,000
Fruit St & Amherst St	--	Uncontrolled Crossings Enhancements	--	Enhanced High-Visibility Crosswalks with Advance Signing and Striping	\$ 50,000
Fruit St & Bowdoin St	--	Signalized Crossing Enhancements	--	Leading Pedestrian Intervals, Signal Timing Study, Enhanced Crosswalk Markings, Curb Ramp Improvements, and Curb Extensions	\$ 150,000
Fulton Rd Railroad Overcrossing	--	Railroad Crossing Enhancement	--	Improved Sidewalks for Railroad Crossing, Relocate Crossing Arms	\$ 2,000,000
G St & 3rd St	--	Uncontrolled Crossings Enhancements	--	Enhanced High-Visibility Crosswalks with Advance Signing and Striping	\$ 50,000
Golden Hills Rd & Calle Aragon	--	Uncontrolled Crossings Enhancements	--	Enhanced High-Visibility Crosswalks with Advance Signing and Striping	\$ 50,000
Holly Oak St & Park Ave	--	Uncontrolled Crossings Enhancements	--	Enhanced High-Visibility Crosswalks with Advance Signing and Striping	\$ 50,000
Marshall Canyon SUP & 5th St	--	Trail/Access Enhancements	--	Curb Ramps, Signing and Striping, Wayfinding Signs	\$ 100,000
Ramona Ave & Allen Ave	--	Uncontrolled Crossings Enhancements	--	Enhanced High-Visibility Crosswalks with Advance Signing and Striping	\$ 50,000
Ramona Ave & Gladstone St	--	Uncontrolled Crossings Enhancements	--	Enhanced High-Visibility Crosswalks with Advance Signing and Striping	\$ 50,000
Via de Mansion & Via Rancho La Verne	--	Uncontrolled Crossings Enhancements	--	Enhanced High-Visibility Crosswalks with Advance Signing and Striping	\$ 50,000
Wheeler Ave & 3rd St	--	Uncontrolled Crossings Enhancements	--	Enhanced High-Visibility Crosswalks with Advance Signing and Striping, RRFB or protected crossing	\$ 150,000
Wheeler Ave & Holly Oak St	--	Signalized Crossing Enhancements	--	Leading Pedestrian Intervals, Signal Timing Study, Enhanced Crosswalk Markings, Curb Ramp Improvements, and Curb Extensions	\$ 150,000
Wheeler Ave & Oak Mesa Dr	--	Uncontrolled Crossings Enhancements	--	Enhanced High-Visibility Crosswalks with Advance Signing and Striping, RRFB or protected crossing	\$ 150,000
Wheeler Ave & Oak Ridge Dr	--	Uncontrolled Crossings Enhancements	--	Enhanced High-Visibility Crosswalks with Advance Signing and Striping, RRFB or protected crossing	\$ 150,000
Wheeler Ave & Puddingstone Dr	--	Uncontrolled Crossings Enhancements	--	Enhanced High-Visibility Crosswalks with Advance Signing and Striping, RRFB or protected crossing	\$ 150,000
Wheeler Ave & Via Arroyo	--	Uncontrolled Crossings Enhancements	--	Enhanced High-Visibility Crosswalks with Advance Signing and Striping, RRFB or protected crossing	\$ 150,000
Wheeler Ave Railroad Crossing	--	Railroad Crossing Enhancement	--	Improved Sidewalks for Railroad Crossing, Relocate Crossing Arms	\$ 2,000,000
White Ave & 1st St	--	Uncontrolled Crossings Enhancements	--	Enhanced High-Visibility Crosswalks with Advance Signing and Striping, RRFB or protected crossing	\$ 150,000
White Ave & 2nd St	--	Uncontrolled Crossings Enhancements	--	Enhanced High-Visibility Crosswalks with Advance Signing and Striping, RRFB or protected crossing	\$ 150,000

Location	Extents	Recommended Improvement	Length (miles)	Improvements	Cost
White Ave & 3rd St	--	Uncontrolled Crossings Enhancements	--	Enhanced High-Visibility Crosswalks with Advance Signing and Striping, RRFB or protected crossing	\$ 150,000
White Ave & 6th St	--	Uncontrolled Crossings Enhancements	--	Enhanced High-Visibility Crosswalks with Advance Signing and Striping, RRFB or protected crossing	\$ 150,000
White Ave & Grove St	--	Uncontrolled Crossings Enhancements	--	Enhanced High-Visibility Crosswalks with Advance Signing and Striping, RRFB or protected crossing	\$ 150,000
White Ave Railroad Crossing	--	Railroad Crossing Enhancement	--	Improved Sidewalks for Railroad Crossing, Relocate Crossing Arms	\$ 2,000,000
<b>Trail/Access Enhancements (Bicycle and Pedestrian)</b>					
Baseline Rd & Marshall Canyon Trail	--	Trail/Access Enhancements	--	Curb Ramps, Signing and Striping, Wayfinding Signs, Access Improvements	\$ 250,000
Birdie Dr & Oak Mesa Trail	--	Trail/Access Enhancements	--	Curb Ramps, Signing and Striping, Wayfinding Signs, Access Improvements, trail extension	\$ 340,000
Canyon View Dr & Los Encinos Park Access	--	Trail/Access Enhancements	--	Curb Ramps, Signing and Striping, Wayfinding Signs, Access Improvements	\$ 100,000
D Street & Live Oak Wash SUP	--	Trail/Access Enhancements	--	Curb Ramps, Signing and Striping, Wayfinding Signs, Access Improvements	\$ 100,000
Esperanza Dr & Marshall Canyon Trail	--	Trail/Access Enhancements	--	Curb Ramps, Signing and Striping, Wayfinding Signs, Access Improvements	\$ 200,000
Fairplex Dr & Fairplex SUP	--	Trail/Access Enhancements	--	Curb Ramps, Signing and Striping, Wayfinding Signs, Protected Crossing	\$ 250,000
Fairplex SUP & White Ave	--	Trail/Access Enhancements	--	Curb Ramps, Signing and Striping, Wayfinding Signs, Protected Crossing	\$ 250,000
Foothill Blvd & Emerald Ave SUP	--	Trail/Access Enhancements	--	Curb Ramps, Signing and Striping, Wayfinding Signs, Protected Crossing	\$ 250,000
Marshall Canyon SUP & 3rd St	--	Trail/Access Enhancements	--	Curb Ramps, Signing and Striping, Wayfinding Signs, Access Improvements	\$ 100,000
Marshall Canyon SUP & 5th St	--	Trail/Access Enhancements	--	Curb Ramps, Signing and Striping, Wayfinding Signs, Access Improvements	\$ 100,000
Marshall Canyon SUP & Palomares Ave	--	Trail/Access Enhancements	--	Curb Ramps, Signing and Striping, Wayfinding Signs, Access Improvements	\$ 100,000
Marshall Canyon Trail & Lemonwood St	--	Trail/Access Enhancements	--	Curb Ramps, Signing and Striping, Wayfinding Signs, Access Improvements	\$ 100,000
Marshall Canyon Trail & Orangewood St	--	Trail/Access Enhancements	--	Curb Ramps, Signing and Striping, Wayfinding Signs, Access Improvements	\$ 100,000
Marshall Canyon Trail & Shopping Center Dwy	--	Trail/Access Enhancements	--	Curb Ramps, Signing and Striping, Wayfinding Signs, Access Improvements	\$ 100,000
Puddingstone Dr & Live Oak Wash SUP	--	Trail/Access Enhancements	--	Curb Ramps, Signing and Striping, Wayfinding Signs, Access Improvements	\$ 100,000
Southern Pacific SUP & Wheeler Ave	--	Trail/Access Enhancements	--	Curb Ramps, Signing and Striping, Wayfinding Signs, Protected Crossing	\$ 250,000
Via Arroyo & Oak Mesa Trail	--	Trail/Access Enhancements	--	Curb Ramps, Signing and Striping, Wayfinding Signs, Access Improvements	\$ 100,000
Walnut St & Live Oak Wash SUP	--	Trail/Access Enhancements	--	Curb Ramps, Signing and Striping, Wayfinding Signs, Access Improvements	\$ 100,000
White Ave & Live Oak Wash SUP	--	Trail/Access Enhancements	--	Curb Ramps, Signing and Striping, Wayfinding Signs, Access Improvements	\$ 100,000
Yeager Ave & Live Oak Wash SUP	--	Trail/Access Enhancements	--	Curb Ramps, Signing and Striping, Wayfinding Signs, Access Improvements	\$ 100,000

Sources: Kittelson & Associates, 2020.

## APPENDIX E: BICYCLE IMPROVEMENT COST ESTIMATES

Table 17 documents the recommended bicycle improvements cost estimates for bicycle recommendations discussed in the Recommendations chapter and shown in Figure 7. The recommended bicycle improvements create a network of direct and comfortable bikeways and bicycle routes that connect La Verne's neighborhoods and destinations inside and outside of the city. These improvements and their planning-level cost estimates are displayed in Table 17. Cost estimates are generalized planning-level estimates based on the expected relative complexity of the project. Actual project costs and implementation treatments will need to be determined through further study. In addition, it should be noted that recommendations that are under the jurisdiction of Caltrans or other entities will require coordination with the owner of the facility to implement improvements at these locations.

Table 17: Bicycle Improvements and Cost Estimates

Location	Extents	Recommended Improvement	Length (miles)	Improvements	Cost
<b>Bikeway Improvements</b>					
1st St	White Ave to Fulton Rd	Class III - Bike Boulevard	0.4	Bike Route Signing, Sharrow Pavement Markings, Wayfinding Signs, Traffic Calming	\$ 130,000
1st St	E St to White Ave	Class III - Bike Boulevard	0.3	Bike Route Signing, Sharrow Pavement Markings, Wayfinding Signs, Traffic Calming	\$ 99,000
1st St	Wheeler Ave to B St	Class III - Bike Boulevard	0.4	Bike Route Signing, Sharrow Pavement Markings, Wayfinding Signs, Traffic Calming	\$ 106,000
3rd St	Bonita Ave to I St	Class III - Bike Boulevard	1.5	Bike Route Signing, Sharrow Pavement Markings, Wayfinding Signs, Traffic Calming	\$ 463,000
6th St	C St to Fulton Rd	Class III - Bike Boulevard	0.9	Bike Route Signing, Sharrow Pavement Markings, Wayfinding Signs, Traffic Calming	\$ 760,000
8th St	D St to White Ave	Class III - Bike Boulevard	0.4	Bike Route Signing, Sharrow Pavement Markings, Wayfinding Signs, Traffic Calming	\$ 300,000
Allen Ave	San Dimas Canyon Rd to Ramona Ave	Class III - Bike Route	0.2	Bike Route Signing, Sharrow Pavement Markings, Wayfinding Signs	\$ 40,000
Arrow Hwy	City Limit to City Limit	Class IV - Separated Bike Lane	2.5	Bike Lane Striping and Signs, Raised Concrete Separation	\$ 2,530,000
Arrow Hwy / L Line (Gold) SUP	E St to White Ave	Class I - Shared Use Path	0.4	Shared-Use Path, Wayfinding	\$ 530,000
B St	Walnut St to Foothill Blvd	Class III - Bike Boulevard	1.2	Bike Route Signing, Sharrow Pavement Markings, Wayfinding Signs, Traffic Calming	\$ 363,000
Baseline Rd	San Dimas Canyon Rd to Foothill Blvd	Class III - Bike Route	0.3	Bike Route Signing, Sharrow Pavement Markings, Wayfinding Signs	\$ 40,000
Baseline Rd	Landeros to Eastern City Limits	Class II - Bike Lane	0.6	Bike Lane Striping and Signs	\$ 200,000
Birdy Dr	Wheeler Ave to Via Entrada	Class III - Bike Route	0.2	Bike Route Signing, Sharrow Pavement Markings, Wayfinding Signs	\$ 30,000
Bixby Dr	Foothill Blvd to Baseline Rd	Class III - Bike Route	0.4	Bike Route Signing, Sharrow Pavement Markings, Wayfinding Signs	\$ 60,000
Bowdoin St	Emerald Ave to Williams Ave	Class II - Bike Lane	1.0	Bike Lane Striping and Signs	\$ 350,000
Bradford St	Foothill Blvd to Bowdoin St	Class III - Bike Route	0.5	Bike Route Signing, Sharrow Pavement Markings, Wayfinding Signs	\$ 80,000
Canyon View Dr	Romola Ave to Eastglen Dr	Class III - Bike Route	0.3	Bike Route Signing, Sharrow Pavement Markings, Wayfinding Signs	\$40,000
Canyon View Dr / Ramola Ave	Foothill Blvd to City Limits	Class III - Bike Route	0.5	Bike Route Signing, Sharrow Pavement Markings, Wayfinding Signs	\$ 70,000
Chelsea Dr	Heather Dr to Genessee Dr	Class III - Bike Route	0.2	Bike Route Signing, Sharrow Pavement Markings, Wayfinding Signs	\$ 30,000
Chelsea Dr / Heather Dr	Foothill Blvd to Bixby Dr	Class III - Bike Route	0.3	Bike Route Signing, Sharrow Pavement Markings, Wayfinding Signs	\$ 40,000
D St	Bonita Ave to Foothill Blvd	Class II - Bike Lane	0.9	Bike Lane Striping and Signs	\$ 300,000
D St	Southern Pacific SUP to Bonita Ave	Class III - Bike Route	0.4	Bike Route Signing, Sharrow Pavement Markings, Wayfinding Signs	\$ 60,000
Damien Ave	Bonita Ave to Foothill Blvd	Class II - Bike Lane	0.9	Bike Lane Striping and Signs	\$ 330,000
Damien Ave	Bonita Ave to Palomares Ave	Class III - Bike Route	0.2	Bike Route Signing, Sharrow Pavement Markings, Wayfinding Signs	\$ 40,000
Dogwood Dr	San Dimas Canyon Rd to Ramola Rd	Class III - Bike Route	0.3	Bike Route Signing, Sharrow Pavement Markings, Wayfinding Signs	\$ 40,000
Durward Wy	White Ave to D St	Class III - Bike Route	0.2	Bike Route Signing, Sharrow Pavement Markings, Wayfinding Signs	\$ 30,000
Eastglen Dr	Romola Ave to Canyon View Dr	Class III Bike Route	0.5	Bike Route Signing, Sharrow Pavement Markings, Wayfinding Signs	\$ 70,000
Emerald Ave	Foothill Blvd to Baseline Rd	Class II - Buffered Bike Lane	0.5	Buffered Bike Lane Signing and Striping	\$ 200,000
Esperanza Dr	Baseline Rd to Bryden Rd	Class II - Buffered Bike Lane	2.2	Buffered Bike Lane Signing and Striping	\$ 880,000
Essex Ave	Chelsea Dr to Emerald Ave	Class III - Bike Route	0.2	Bike Route Signing, Sharrow Pavement Markings, Wayfinding Signs	\$ 30,000
F St	1st St to 8th St	Class III - Bike Route	0.5	Bike Route Signing, Sharrow Pavement Markings, Wayfinding Signs	\$ 70,000
Fairplex Dr / E St	McKinley Ave to 8th St	Class II - Separated Bike Lane	1.4	Bike Lane Striping and Signs	\$ 420,000
Foothill Blvd	Baseline Rd to Eastern City Limits	Class IV - Separated Bike Lane	2.4	Bike Lane Striping and Signs, Raised Concrete Separation	\$ 2,400,000
Foothill Blvd	Western City Limits to Baseline Rd	Class II - Bike Lane	0.3	Bike Lane Striping and Signs	\$ 100,000
Foothill Boulevard-Emerald Ave Connector SUP	Foothill Blvd to Emerald Ave	Class I - Shared Use Path	0.1	Shared-Use Path, Wayfinding	\$ 210,000
Fulton Rd	Arrow Hwy to Bonita Ave	Class IV - Separated Bike Lane	0.5	Bike Lane Striping and Signs, Raised Concrete Separation	\$ 550,000
Genessee Dr	Bixby Dr to Emerald Ave	Class III - Bike Route	0.3	Bike Route Signing, Sharrow Pavement Markings, Wayfinding Signs	\$ 40,000
Gladstone St	San Dimas Canyon Rd to Sedalia Ave	Class III - Bike Boulevard	0.6	Bike Route Signing, Sharrow Pavement Markings, Wayfinding Signs, Traffic Calming	\$ 171,000
Glenfield Ave / 5th St / C St	3rd St to 6th St	Class III - Bike Boulevard	1.0	Bike Route Signing, Sharrow Pavement Markings, Wayfinding Signs	\$ 285,000
Golden Hills Rd	Wheeler Ave to Bryden Rd	Class II - Buffered Bike Lane	0.7	Buffered Bike Lane Signing and Striping	\$ 270,000
Grove St / Fulton Rd	White Ave to Bonita Ave	Class III - Bike Boulevard	0.6	Bike Route Signing, Sharrow Pavement Markings, Wayfinding Signs, Traffic Calming	\$ 195,000

Location	Extents	Recommended Improvement	Length (miles)	Improvements	Cost
Hale Ave / Nashport Dr / Chamber Ave / St Andres Ave / Oak Ridge Dr	Baseline Rd to Wheeler Ave	Class III - Bike Route	0.8	Bike Route Signing, Sharrow Pavement Markings, Wayfinding Signs	\$ 120,000
Holly Oak St / Benton Ave / Bell St	Wheeler Ave to B St	Class III - Bike Route	0.7	Bike Route Signing, Sharrow Pavement Markings, Wayfinding Signs	\$ 110,000
I St	3rd St to 5th St	Class III - Bike Route	0.2	Bike Route Signing, Sharrow Pavement Markings, Wayfinding Signs	\$ 30,000
Juanita Ave	San Dimas Canyon Rd to Sedalia Ave	Class III - Bike Boulevard	0.5	Bike Route Signing, Sharrow Pavement Markings, Wayfinding Signs, Traffic Calming	\$ 148,000
Live Oak Wash SUP	D St to White Ave	Class I - Shared Use Path	0.5	Shared-Use Path, Wayfinding	\$ 800,000
Live Oak Wash SUP	Puddingstone Dr to Walnut St	Class I - Shared Use Path	0.6	Shared-Use Path, Wayfinding	\$ 930,000
Los Robles	Via de Mansion to Oak Mesa Trail	Class III - Bike Route	0.1	Bike Route Signing, Sharrow Pavement Markings, Wayfinding Signs	\$ 20,000
Marshall Canyon SUP	Paseo Ave to Orangewood St	Class I - Shared Use Path	1.3	Shared-Use Path, Wayfinding	\$ 1,980,000
Marshall Canyon SUP	5th St to Puddingstone Ave	Class I - Shared Use Path	0.9	Shared-Use Path, Wayfinding	\$ 1,420,000
McKinley Ave	Fairplex Dr to Bonelli Park Entrance	Class III - Bike Route	0.5	Bike Route Signing, Sharrow Pavement Markings, Wayfinding Signs	\$ 70,000
Metro Line SUP	E St to White Ave	Class I - Shared Use Path	0.3	Shared-Use Path, Wayfinding	\$ 490,000
Moreno Ave / Gladstone St	Foothill Blvd to Sedalia Ave	Class III - Bike Boulevard	0.5	Bike Route Signing, Sharrow Pavement Markings, Wayfinding Signs, Traffic Calming	\$ 155,000
Oak Mesa Dr	St Andres Ave to Wheeler Ave	Class III - Bike Route	0.2	Bike Route Signing, Sharrow Pavement Markings, Wayfinding Signs	\$ 30,000
Palomares Ave	San Dimas Canyon Rd to Wheeler Ave	Class III - Bike Route	0.8	Bike Route Signing, Sharrow Pavement Markings, Wayfinding Signs	\$ 120,000
Park Ave	Bonita Ave to Holly Oak St	Class III - Bike Route	0.4	Bike Route Signing, Sharrow Pavement Markings, Wayfinding Signs	\$ 60,000
Pattiglen Ave / Ramona Ave / Hornet Ave	Palomares Ave to Damien Ave	Class III - Bike Route	1.4	Bike Route Signing, Sharrow Pavement Markings, Wayfinding Signs	\$ 220,000
Puddingstone Dr	Live Oak Wash SUP to City Limits	Class II - Bike Lane	0.3	Bike Lane Striping and Signs	\$ 100,000
S San Dimas Canyon Rd	Arrow Hwy to Palomares Ave	Class II - Bike Lane	0.1	Bike Lane Striping and Signs	\$ 30,000
Sedalia Ave	Bonita Ave to Gladstone St	Class III - Bike Boulevard	0.5	Bike Route Signing, Sharrow Pavement Markings, Wayfinding Signs	\$ 155,000
Southern Pacific SUP	Marshall Canyon SUP to White Ave	Class I - Shared Use Path	1.3	Shared-Use Path, Wayfinding	\$ 1,900,000
St Andres Ave / Oak Mesa Dr	Oak Ridge Dr to Wheeler Ave	Class III - Bike Route	0.2	Bike Route Signing, Sharrow Pavement Markings, Wayfinding Signs	\$ 30,000
Stephens Ranch Rd	Golden Hills Rd to Cobal Canyon Mtwy	Class III - Bike Route	1.3	Bike Route Signing, Sharrow Pavement Markings, Wayfinding Signs	\$ 190,000
Via Arroyo / Via Entrada / Birdie Dr / Country Club Dr	Wheeler Ave to Golden Hills Rd	Class III - Bike Route	1.3	Bike Route Signing, Sharrow Pavement Markings, Wayfinding Signs	\$ 200,000
Via de Mansion	Orangewood St to Via Arroyo	Class III - Bike Route	0.3	Bike Route Signing, Sharrow Pavement Markings, Wayfinding Signs	\$ 50,000
Via De Mansion / Orangewood St / Emerald Ave	Wheeler Ave to Baseline Rd	Class III - Bike Boulevard	1.0	Bike Route Signing, Sharrow Pavement Markings, Wayfinding Signs, Traffic Calming	\$ 295,000
Via Rancho La Verne	Baseline Rd to Via de Mansion	Class III - Bike Route	0.4	Bike Route Signing, Sharrow Pavement Markings, Wayfinding Signs	\$ 60,000
Walnut St	B St to Fairplex Dr	Class III - Bike Route	0.3	Bike Route Signing, Sharrow Pavement Markings, Wayfinding Signs	\$ 50,000
Wheeler Ave	Paseo Ave to Puddingstone Dr	Class II - Bike Lane	1.3	Bike Lane Striping and Signs	\$ 450,000
Wheeler Ave	Baseline Rd to Golden Hills Rd	Class II - Bike Lane	1.6	Bike Lane Striping and Signs	\$ 560,000
White Ave	Arrow Hwy to Grove St	Class II - Bike Lane	0.7	Bike Lane Striping and Signs	\$ 250,000
White Ave	Arrow Hwy to City Limits	Class IV - Separated Bike Lane	0.3	Bike Lane Striping and Signs, Raised Concrete Separation	\$ 320,000
Williams Ave	Foothill Blvd to Bowdoin St	Class III - Bike Route	0.7	Bike Route Signing, Sharrow Pavement Markings, Wayfinding Signs	\$ 100,000
Wright Ave	Puddingstone Dr to Fairplex Dr	Class II - Bike Lane	0.6	Bike Lane Striping and Signs	\$ 220,000
Yeager Ave	Wheeler Ave to Wright Ave	Class II - Bike Lane	0.4	Bike Lane Striping and Signs	\$ 140,000
<b>Bicycle Intersection Improvements</b>					
Arrow Hwy & B St	--	Unsignalized Bicycle Enhancement	--	Advance Signing and Striping, Tracking Markings through Intersections	\$ 50,000
Arrow Hwy & D St	--	Complex Signalized Bicycle Enhancement	--	Bicycle Signal Heads, Signing and Striping, Signal Modifications, Signal Timing	\$ 1,000,000
Arrow Hwy & Fairplex Dr	--	Complex Signalized Bicycle Enhancement	--	Bicycle Signal Heads, Signing and Striping, Signal Modifications, Signal Timing	\$ 1,000,000
Arrow Hwy & San Dimas Canyon Rd	--	Complex Signalized Bicycle Enhancement	--	Bicycle Signal Heads, Signing and Striping, Signal Modifications, Signal Timing	\$ 1,000,000
Arrow Hwy & Wheeler Ave	--	Complex Signalized Bicycle Enhancement	--	Bicycle Signal Heads, Signing and Striping, Signal Modifications, Signal Timing	\$ 1,000,000
Arrow Hwy & White Ave	--	Complex Signalized Bicycle Enhancement	--	Bicycle Signal Heads, Signing and Striping, Signal Modifications, Signal Timing	\$ 1,000,000

Location	Extents	Recommended Improvement	Length (miles)	Improvements	Cost
Baseline Rd & Emerald Ave	--	Signalized Bicycle Enhancement	--	Signing and Striping, Bicycle Tracking Markings Through Intersection, Signal Timing	\$ 250,000
Baseline Rd & Esperanza Dr	--	Signalized Bicycle Enhancement	--	Signing and Striping, Bicycle Tracking Markings Through Intersection, Signal Timing	\$ 250,000
Baseline Rd & Fruit St	--	Complex Signalized Bicycle Enhancement	--	Bicycle Signal Heads, Signing and Striping, Signal Modifications, Signal Timing	\$ 1,000,000
Baseline Rd & Hale Ave	--	Unsignalized Bicycle Enhancement	--	Advance Signing and Striping, Tracking Markings through Intersections	\$ 50,000
Baseline Rd & Via Rancho La Verne	--	Unsignalized Bicycle Enhancement	--	Advance Signing and Striping, Tracking Markings through Intersections	\$ 50,000
Baseline Rd & Wheeler Ave	--	Complex Signalized Bicycle Enhancement	--	Bicycle Signal Heads, Signing and Striping, Signal Modifications, Signal Timing	\$ 1,000,000
Bonita Ave & B St	--	Signalized Bicycle Enhancement	--	Signing and Striping, Bicycle Tracking Markings Through Intersection, Signal Timing	\$ 250,000
Bonita Ave & D St	--	Signalized Bicycle Enhancement	--	Signing and Striping, Bicycle Tracking Markings Through Intersection, Signal Timing	\$ 250,000
Bonita Ave & Damien Ave	--	Signalized Bicycle Enhancement	--	Signing and Striping, Bicycle Tracking Markings Through Intersection, Signal Timing	\$ 250,000
Bonita Ave & E St	--	Signalized Bicycle Enhancement	--	Signing and Striping, Bicycle Tracking Markings Through Intersection, Signal Timing	\$ 250,000
Bonita Ave & F St	--	Unsignalized Bicycle Enhancement	--	Advance Signing and Striping, Tracking Markings through Intersections	\$ 50,000
Bonita Ave & Fulton Rd	--	Unsignalized Bicycle Enhancement	--	Advance Signing and Striping, Tracking Markings through Intersections	\$ 50,000
Bonita Ave & Glenfield Ave	--	Unsignalized Bicycle Enhancement	--	Advance Signing and Striping, Tracking Markings through Intersections	\$ 50,000
Bonita Ave & Park Ave	--	Unsignalized Bicycle Enhancement	--	Advance Signing and Striping, Tracking Markings through Intersections	\$ 50,000
Bonita Ave & Pattiglen Ave	--	Unsignalized Bicycle Enhancement	--	Advance Signing and Striping, Tracking Markings through Intersections	\$ 50,000
Bonita Ave & Sedalia Ave	--	Unsignalized Bicycle Enhancement	--	Advance Signing and Striping, Tracking Markings through Intersections	\$ 50,000
Bonita Ave & White Ave	--	Signalized Bicycle Enhancement	--	Signing and Striping, Bicycle Tracking Markings Through Intersection, Signal Timing	\$ 250,000
Bowdoin St & Fruit St	--	Signalized Bicycle Enhancement	--	Signing and Striping, Bicycle Tracking Markings Through Intersection, Signal Timing	\$ 250,000
Bowdoin St & Williams Ave	--	Unsignalized Bicycle Enhancement	--	Advance Signing and Striping, Tracking Markings through Intersections	\$ 50,000
D St & 8th St	--	Unsignalized Bicycle Enhancement	--	Advance Signing and Striping, Tracking Markings through Intersections	\$ 50,000
D St & Durward Wy	--	Unsignalized Bicycle Enhancement	--	Advance Signing and Striping, Tracking Markings through Intersections	\$ 50,000
E St & 1st St	--	Unsignalized Bicycle Enhancement	--	Advance Signing and Striping, Tracking Markings through Intersections	\$ 50,000
Fairplex Dr & Metro Line SUP	--	Unsignalized Bicycle Enhancement	--	Advance Signing and Striping, Protected Crossing Enhancement	\$ 150,000
Fairplex Dr & Puddingstone Dr	--	Unsignalized Bicycle Enhancement	--	Advance Signing and Striping, Tracking Markings through Intersections	\$ 50,000
Foothill Blvd & B St	--	Unsignalized Bicycle Enhancement	--	Advance Signing and Striping, Tracking Markings through Intersections	\$ 50,000
Foothill Blvd & Baseline Rd	--	Complex Signalized Bicycle Enhancement	--	Bicycle Signal Heads, Signing and Striping, Signal Modifications, Signal Timing	\$ 1,000,000
Foothill Blvd & Bradford St	--	Unsignalized Bicycle Enhancement	--	Advance Signing and Striping, Tracking Markings through Intersections	\$ 50,000
Foothill Blvd & Canyon View Dr	--	Unsignalized Bicycle Enhancement	--	Advance Signing and Striping, Tracking Markings through Intersections	\$ 50,000
Foothill Blvd & Chelsea Dr	--	Unsignalized Bicycle Enhancement	--	Advance Signing and Striping, Tracking Markings through Intersections	\$ 50,000
Foothill Blvd & D St	--	Complex Signalized Bicycle Enhancement	--	Bicycle Signal Heads, Signing and Striping, Signal Modifications, Signal Timing	\$ 1,000,000
Foothill Blvd & Damien Ave	--	Complex Signalized Bicycle Enhancement	--	Bicycle Signal Heads, Signing and Striping, Signal Modifications, Signal Timing	\$ 1,000,000
Foothill Blvd & Emerald Ave	--	Complex Signalized Bicycle Enhancement	--	Bicycle Signal Heads, Signing and Striping, Signal Modifications, Signal Timing	\$ 1,000,000
Foothill Blvd & Foothill Fwy EB Ramps	--	Complex Signalized Bicycle Enhancement	--	Bicycle Signal Heads, Signing and Striping, Signal Modifications, Signal Timing	\$ 1,000,000
Foothill Blvd & Foothill Fwy WB Ramps	--	Complex Signalized Bicycle Enhancement	--	Bicycle Signal Heads, Signing and Striping, Signal Modifications, Signal Timing	\$ 1,000,000
Foothill Blvd & Fruit St	--	Complex Signalized Bicycle Enhancement	--	Bicycle Signal Heads, Signing and Striping, Signal Modifications, Signal Timing	\$ 1,000,000
Foothill Blvd & Wheeler Ave	--	Complex Signalized Bicycle Enhancement	--	Bicycle Signal Heads, Signing and Striping, Signal Modifications, Signal Timing	\$ 1,000,000
Fruit St & Foothill Fwy EB Ramps	--	Complex Signalized Bicycle Enhancement	--	Bicycle Signal Heads, Signing and Striping, Signal Modifications, Signal Timing	\$ 1,000,000
Fruit St & Foothill Fwy WB Ramps	--	Complex Signalized Bicycle Enhancement	--	Bicycle Signal Heads, Signing and Striping, Signal Modifications, Signal Timing	\$ 1,000,000
Fulton Rd & 1st St	--	Unsignalized Bicycle Enhancement	--	Advance Signing and Striping, Tracking Markings through Intersections	\$ 50,000
Gladstone St & Damien Ave	--	Unsignalized Bicycle Enhancement	--	Advance Signing and Striping, Tracking Markings through Intersections	\$ 50,000
Puddingstone Dr & Live Oak Wash SUP	--	Unsignalized Bicycle Enhancement	--	Advance Signing and Striping, Protected Crossing Enhancement	\$ 150,000
Wheeler Ave & 3rd St	--	Unsignalized Bicycle Enhancement	--	Advance Signing and Striping, Tracking Markings through Intersections	\$ 50,000
Wheeler Ave & Bonita Ave	--	Signalized Bicycle Enhancement	--	Signing and Striping, Bicycle Tracking Markings Through Intersection, Signal Timing	\$ 250,000



Location	Extents	Recommended Improvement	Length (miles)	Improvements	Cost
Wheeler Ave & Marshall Canyon SUP	--	Unsignalized Bicycle Enhancement	--	Advance Signing and Striping, Protected Crossing Enhancement	\$ 150,000
Wheeler Ave & Metro Line SUP	--	Unsignalized Bicycle Enhancement	--	Advance Signing and Striping, Protected Crossing Enhancement	\$ 150,000
White Ave & 1st St	--	Unsignalized Bicycle Enhancement	--	Advance Signing and Striping, Tracking Markings through Intersections	\$ 50,000
White Ave & 3rd St	--	Unsignalized Bicycle Enhancement	--	Advance Signing and Striping, Tracking Markings through Intersections	\$ 50,000
White Ave & 6th St	--	Unsignalized Bicycle Enhancement	--	Advance Signing and Striping, Tracking Markings through Intersections	\$ 50,000
White Ave & 8th St	--	Signalized Bicycle Enhancement	--	Signing and Striping, Bicycle Tracking Markings Through Intersection, Signal Timing	\$ 250,000
White Ave & Durward Wy	--	Unsignalized Bicycle Enhancement	--	Advance Signing and Striping, Tracking Markings through Intersections	\$ 50,000
White Ave & Live Oak Wash SUP	--	Unsignalized Bicycle Enhancement	--	Advance Signing and Striping, Protected Crossing Enhancement	\$ 150,000

Sources: Kittelson & Associates, 2020.

## APPENDIX F: PROJECT PRIORITIZATION

Table 18 documents the results of the prioritization process for the recommend bicycle and pedestrian improvements recommended as part of the La Verne ATP. Projects are separated into bikeway improvements, bicycle intersection improvements, sidewalk infill, and pedestrian crossing treatments. The prioritization scores were developed using the eight criteria outlined below, grouped into five themes:

- ▶ **Safety (2 points)**
  - Presence of bicycle or pedestrian crashes:
    - One crash at or along the improvement location – 1 point
    - More than one crash at or along the improvement location – 2 points
- ▶ **Comfort (2 points):**
  - Bicycle Level of Traffic Stress Score of 3 or 4 – 2 points (bicycle only)
- ▶ **Demand (8 points)**
  - Civic center or park proximity – within ¼ mile of a civic center or park – 2 points
  - School proximity – within ¼ mile of a school – 2 points
  - Transit proximity – within ¼ mile of a transit stop or station – 2 points
  - Connects or within an activity center or along a focus corridor<sup>3</sup> - 2 points
- ▶ **Equity (2 points)**
  - Connects to or is within a community with a CalEnviroScreen 3.0 decile of:
    - Between one and three – 0 points
    - Between four and six – 1 point
    - Seven or higher – 2 points
- ▶ **Implementation (2 points)**
  - Relative ease of project implementation is scored using the lowest score of any of the conditions met:
    - Project would require coordination with another owner or operator (e.g., Caltrans, Southern Pacific Railroad, etc.) to implement – 0 points
    - Project would require right-of-way acquisition – 0 points
    - Project would require a lane reduction and/or extensive technical analysis, engineering design, and outreach – 0 points
    - Project would require a moderate level of technical analysis and/or engineering design – 1 point
    - Project would require minimal technical analysis and/or engineering design – 2 points

Project scores were determined using geographic information systems (GIS) to determine which criteria were met for each category. Each project was then scored for each criterion met and the total score of the eight criteria was then summed. These scores are general indicators of the benefits a project may provide with higher scores equating to higher potential benefits.

However, there may be additional benefits or opportunities derived by a project that have not been captured in the prioritization or other overriding considerations when considering an implementation priority. As a result, the current prioritization scoring has been left unweighted, with each criterion being evaluated to the same maximum score. City staff may determine the need to adjust the prioritization scoring weighting in collaboration with the Active Transportation Committee and other stakeholders, as desired, to determine appropriate weights for each criterion to best identify projects to move forward into implementation. When combined with the planning level cost estimates from Appendix D and Appendix E, the prioritization score can be used to help determine appropriate projects to move forward given grant funding opportunities, available local funding, and staff resources to implement the project.

<sup>3</sup> Activity centers and focus corridors are defined as: Old Town La Verne, the future L Line (Gold) Station area, Foothill Boulevard, Bonita Avenue, as well as D Street, and Wheeler Avenue between Foothill Boulevard and Bonita Avenue.

Table 18: Bicycle and Pedestrian Improvement Prioritization Scoring

Location	Extents	Recommended Improvement	Length (miles)	Safety	Comfort	Demand				Equity	Implementation	Total
				Crash History	LTS	School Proximity	Park Proximity	Activity Center Proximity	Transit Proximity	CES3.0 Score	Ease of Implementation	
<b>Bikeway Improvements</b>												
3rd St	Bonita Ave to I St	Class III - Bike Boulevard	1.5	2	2	2	2	2	2	2	2	16
Glenfield Ave / 5th St / C St	3rd St to 6th St	Class III - Bike Boulevard	1.0	1	2	2	2	2	2	2	2	15
Wheeler Ave	Paseo Ave to Puddingstone Dr	Class II - Bike Lane	1.3	2	2	2	2	2	2	2	1	15
D St	Bonita Ave to Foothill Blvd	Class II - Bike Lane	0.9	2	2	2	2	2	2	1	1	14
Fairplex Dr / E St	McKinley Ave to 8th St	Class II - Bike Lane	1.4	2	2	2	2	2	2	1	1	14
Arrow Hwy	City Limit to City Limit	Class IV - Separated Bike Lane	2.5	2	2	2	2	2	2	1	0	13
B St	Walnut St to Foothill Blvd	Class III - Bike Boulevard	1.2	1	2	0	2	2	2	2	2	13
Chelsea Dr / Heather Dr	Foothill Blvd to Bixby Dr	Class III - Bike Route	0.3	1	0	2	2	2	2	2	2	13
D St	Southern Pacific SUP to Bonita Ave	Class III - Bike Route	0.4	2	0	2	2	2	2	1	2	13
Damien Ave	Bonita Ave to Foothill Blvd	Class II - Bike Lane	0.9	1	2	2	0	2	2	2	2	13
Damien Ave	Bonita Ave to Palomares Ave	Class III - Bike Route	0.2	1	0	2	2	2	2	2	2	13
F St	1st St to 8th St	Class III - Bike Route	0.5	0	2	2	2	2	2	1	2	13
Pattiglen Ave / Ramona Ave / Hormet Ave	Palomares Ave to Damien Ave	Class III - Bike Route	1.4	1	0	2	2	2	2	2	2	13
Bixby Dr	Foothill Blvd to Baseline Rd	Class III - Bike Route	0.4	1	0	2	2	2	2	1	2	12
Bowdoin St	Emerald Ave to Williams Ave	Class II - Bike Lane	1.0	1	2	2	2	0	2	1	2	12
Foothill Blvd	Baseline Rd to Eastern City Limits	Class IV - Separated Bike Lane	2.4	2	2	2	0	2	2	2	0	12
Holly Oak St / Benton Ave / Bell St	Wheeler Ave to B St	Class III - Bike Route	0.7	0	0	2	2	2	2	2	2	12
Live Oak Wash SUP	D St to White Ave	Class I - Shared Use Path	0.5	1	2	2	2	2	2	1	0	12
Moreno Ave / Gladstone St	Foothill Blvd to Sedalia Ave	Class III - Bike Boulevard	0.5	0	2	2	0	2	2	2	2	12
Park Ave	Bonita Ave to Holly Oak St	Class III - Bike Route	0.4	0	0	2	2	2	2	2	2	12
Sedalia Ave	Bonita Ave to Gladstone St	Class III - Bike Boulevard	0.5	0	2	2	0	2	2	2	2	12
White Ave	Arrow Hwy to Grove St	Class II - Bike Lane	0.7	2	2	0	2	2	2	1	1	12
6th St	C St to Fulton Rd	Class III - Bike Boulevard	0.9	0	0	2	2	2	2	1	2	11
Emerald Ave	Foothill Blvd to Baseline Rd	Class II - Buffered Bike Lane	0.5	1	2	0	2	2	2	1	1	11
Marshall Canyon SUP	Paseo Ave to Orangewood St	Class I - Shared Use Path	1.3	1	0	2	2	2	2	2	0	11
Palomares Ave	San Dimas Canyon Rd to Wheeler Ave	Class III - Bike Route	0.8	0	2	2	2	0	2	1	2	11
8th St	D St to White Ave	Class III - Bike Boulevard	0.4	1	0	2	2	2	0	1	2	10
Bradford St	Foothill Blvd to Bowdoin St	Class III - Bike Route	0.5	1	2	0	0	2	2	1	2	10
Durward Wy	White Ave to D St	Class III - Bike Route	0.2	1	0	0	2	2	2	1	2	10
Marshall Canyon SUP	5th St to Puddingstone Ave	Class I - Shared Use Path	0.9	2	0	0	2	2	2	2	0	10
Wright Ave	Puddingstone Dr to Fairplex Dr	Class II - Bike Lane	0.6	1	2	0	2	2	0	1	2	10
1st St	White Ave to Fulton Rd	Class III - Bike Boulevard	0.4	0	2	0	0	2	2	1	2	9
1st St	E St to White Ave	Class III - Bike Boulevard	0.3	0	2	0	0	2	2	1	2	9
1st St	Wheeler Ave to B St	Class III - Bike Boulevard	0.4	0	0	0	2	2	2	1	2	9
Chelsea Dr	Heather Dr to Genessee Dr	Class III - Bike Route	0.2	0	0	2	2	0	2	1	2	9
Foothill Blvd	Western City Limits to Baseline Rd	Class II - Bike Lane	0.3	1	2	0	0	2	2	2	0	9
Foothill Blvd-Emerald Ave Connector SUP	Foothill Blvd to Emerald Ave	Class I - Shared Use Path	0.1	1	0	0	2	2	2	2	0	9
Grove St / Fulton Rd	White Ave to Bonita Ave	Class III - Bike Boulevard	0.6	0	0	0	2	2	2	1	2	9

Location	Extents	Recommended Improvement	Length (miles)	Safety	Comfort	Demand				Equity	Implementation	Total
				Crash History	LTS	School Proximity	Park Proximity	Activity Center Proximity	Transit Proximity	CES3.0 Score	Ease of Implementation	
Hale Ave / Nashport Dr / Chamber Ave / St Andres Ave / Oak Ridge Dr / I St	Baseline Rd to Wheeler Ave	Class III - Bike Route	0.8	0	0	2	2	0	2	1	2	9
Walnut St	3rd St to 5th St	Class III - Bike Route	0.2	0	0	0	2	2	2	1	2	9
Wheeler Ave	B St to Fairplex Dr	Class III - Bike Route	0.3	0	0	0	2	2	2	1	2	9
Williams Ave	Baseline Rd to Golden Hills Rd	Class II - Bike Lane	1.6	2	2	2	2	0	0	0	1	9
Arrow Hwy / L Line (Gold) SUP	Foothill Blvd to Bowdoin St	Class III - Bike Route	0.7	0	2	0	0	2	2	1	2	9
Baseline Rd	E St to White Ave	Class I - Shared Use Path	0.4	1	2	0	0	2	2	1	0	8
Canyon View Dr	San Dimas Canyon Rd to Foothill Blvd	Class III - Bike Route	0.3	0	0	0	0	2	2	2	2	8
Canyon View Dr / Ramola Ave	Romola Ave to Eastglen Dr	Class III - Bike Route	0.3	0	0	0	2	2	2	0	2	8
Dogwood Dr	Foothill Blvd to City Limits	Class III - Bike Route	0.5	0	0	0	2	2	2	0	2	8
Eastglen Dr	San Dimas Canyon Rd to Ramola Rd	Class III - Bike Route	0.3	0	0	0	2	2	2	0	2	8
Fulton Rd	Romola Ave to Canyon View Dr	Class III Bike Route	0.5	0	0	0	2	2	2	0	2	8
Juanita Ave	Arrow Hwy to Bonita Ave	Class IV - Separated Bike Lane	0.5	0	2	0	0	2	2	1	1	8
S San Dimas Canyon Rd	San Dimas Canyon Rd to Sedalia Ave	Class III - Bike Boulevard	0.5	0	0	2	0	0	2	2	2	8
Via Rancho La Verne	Arrow Hwy to Palomares Ave	Class II - Bike Lane	0.1	0	2	0	2	0	2	1	1	8
White Ave	Baseline Rd to Via de Mansion	Class III - Bike Route	0.4	0	2	2	2	0	0	0	2	8
Yeager Ave	Arrow Hwy to City Limits	Class IV - Separated Bike Lane	0.3	2	2	0	0	2	0	1	1	8
Essex Ave	Wheeler Ave to Wright Ave	Class II - Bike Lane	0.4	1	2	0	2	0	0	1	2	8
Genessee Dr	Chelsea Dr to Emerald Ave	Class III - Bike Route	0.2	0	0	0	2	0	2	1	2	7
Puddingstone Dr	Bixby Dr to Emerald Ave	Class III - Bike Route	0.3	0	0	2	2	0	0	1	2	7
Southern Pacific SUP	Live Oak Wash SUP to City Limits	Class II - Bike Lane	0.3	0	2	0	2	0	0	1	2	7
Via De Mansion / Orangewood St / Emerald Ave	Marshall Canyon SUP to White Ave	Class I - Shared Use Path	1.3	0	0	0	2	2	2	1	0	7
Allen Ave	Wheeler Ave to Baseline Rd	Class III - Bike Boulevard	1.0	1	0	2	2	0	0	0	2	7
Baseline Rd	San Dimas Canyon Rd to Ramona Ave	Class III - Bike Route	0.2	0	0	2	0	0	0	2	2	6
Esperanza Dr	Landeros to Eastern City Limits	Class II - Bike Lane	0.6	0	2	0	0	0	2	1	1	6
Gladstone St	Baseline Rd to Bryden Rd	Class II - Buffered Bike Lane	2.2	1	2	0	2	0	0	0	1	6
Golden Hills Rd	San Dimas Canyon Rd to Sedalia Ave	Class III - Bike Boulevard	0.6	0	0	2	0	0	0	2	2	6
Los Robles	Wheeler Ave to Bryden Rd	Class II - Buffered Bike Lane	0.7	0	2	0	2	0	0	0	2	6
Oak Mesa Dr	Via de Mansion to Oak Mesa Trail	Class III - Bike Route	0.1	0	0	2	2	0	0	0	2	6
St Andres Ave / Oak Mesa Dr	St Andres Ave to Wheeler Ave	Class III - Bike Route	0.2	0	0	2	2	0	0	0	2	6
Via de Mansion	Oak Ridge Dr to Wheeler Ave	Class III - Bike Route	0.2	0	0	2	2	0	0	0	2	6
Live Oak Wash SUP	Orangewood St to Via Arroyo	Class III - Bike Route	0.3	0	0	2	2	0	0	0	2	6
McKinley Ave	Live Oak Wash SUP to Puddingstone Dr	Class I - Shared Use Path	0.6	0	0	0	2	2	0	1	0	5
Metro Line SUP	Fairplex Dr to Bonelli Park Entrance	Class III - Bike Route	0.5	1	0	0	2	0	0	0	2	5
Stephens Ranch Rd	E St to White Ave	Class I - Shared Use Path	0.3	0	0	0	0	2	2	1	0	5
Via Arroyo / Via Entrada / Birdie Dr / Country Club Dr	Golden Hills Rd to Cobal Canyon Mtwy	Class III - Bike Route	1.3	0	0	0	2	0	0	0	2	4
Birdie Dr	Wheeler Ave to Golden Hills Rd	Class III - Bike Route	1.3	0	0	0	2	0	0	0	2	4
	Wheeler Ave to Via Entrada	Class III - Bike Route	0.2	0	0	0	0	0	0	0	2	2
<b>Bicycle Intersection Improvements</b>												
Bonita Ave & Glenfield Ave	--	Unsignalized Bicycle Enhancement	--	0	2	2	2	2	2	2	2	14
Bonita Ave & Park Ave	--	Unsignalized Bicycle Enhancement	--	1	2	0	2	2	2	2	2	13

Location	Extents	Recommended Improvement	Length (miles)	Safety	Comfort	Demand				Equity	Implementation	Total
				Crash History	LTS	School Proximity	Park Proximity	Activity Center Proximity	Transit Proximity	CES3.0 Score	Ease of Implementation	
Bonita Ave & Damien Ave	--	Signalized Bicycle Enhancement	--	1	2	2	0	2	2	2	1	12
Bonita Ave & F St	--	Unsignalized Bicycle Enhancement	--	1	2	0	2	2	2	1	2	12
Bonita Ave & Sedalia Ave	--	Unsignalized Bicycle Enhancement	--	0	2	2	0	2	2	2	2	12
Bonita Ave & White Ave	--	Signalized Bicycle Enhancement	--	2	2	0	2	2	2	1	1	12
D St & 8th St	--	Unsignalized Bicycle Enhancement	--	1	2	2	2	2	0	1	2	12
Bonita Ave & B St	--	Signalized Bicycle Enhancement	--	0	2	0	2	2	2	2	1	11
Wheeler Ave & Bonita Ave	--	Signalized Bicycle Enhancement	--	1	2	0	2	2	2	1	1	11
Bonita Ave & D St	--	Signalized Bicycle Enhancement	--	0	2	2	0	2	2	1	1	10
Bonita Ave & E St	--	Signalized Bicycle Enhancement	--	0	2	2	0	2	2	1	1	10
Bonita Ave & Pattiglen Ave	--	Unsignalized Bicycle Enhancement	--	0	2	0	0	2	2	2	2	10
Foothill Blvd & B St	--	Unsignalized Bicycle Enhancement	--	2	2	0	0	2	2	2	0	10
Foothill Blvd & Damien Ave	--	Complex Signalized Bicycle Enhancement	--	2	2	0	0	2	2	2	0	10
Foothill Blvd & Fruit St	--	Complex Signalized Bicycle Enhancement	--	1	2	2	0	2	2	1	0	10
White Ave & 3rd St	--	Unsignalized Bicycle Enhancement	--	0	2	0	2	2	2	1	1	10
White Ave & 6th St	--	Unsignalized Bicycle Enhancement	--	0	2	0	2	2	2	1	1	10
Arrow Hwy & D St	--	Complex Signalized Bicycle Enhancement	--	0	2	0	2	2	2	1	0	9
Bonita Ave & Fulton Rd	--	Unsignalized Bicycle Enhancement	--	0	2	0	0	2	2	1	2	9
Bowdoin St & Fruit St	--	Signalized Bicycle Enhancement	--	0	2	2	0	0	2	1	2	9
D St & Durward Wy	--	Unsignalized Bicycle Enhancement	--	0	2	0	0	2	2	1	2	9
E St & 1st St	--	Unsignalized Bicycle Enhancement	--	0	2	0	0	2	2	1	2	9
Foothill Blvd & Chelsea Dr	--	Unsignalized Bicycle Enhancement	--	1	2	0	0	2	2	2	0	9
Fulton Rd & 1st St	--	Unsignalized Bicycle Enhancement	--	0	2	0	0	2	2	1	2	9
Arrow Hwy & Fairplex Dr	--	Complex Signalized Bicycle Enhancement	--	1	2	0	0	2	2	1	0	8
Baseline Rd & Hale Ave	--	Unsignalized Bicycle Enhancement	--	0	2	0	2	0	2	1	1	8
Foothill Blvd & Bradford St	--	Unsignalized Bicycle Enhancement	--	1	2	0	0	2	2	1	0	8
Foothill Blvd & Canyon View Dr	--	Unsignalized Bicycle Enhancement	--	0	2	0	0	2	2	2	0	8
Foothill Blvd & Emerald Ave	--	Complex Signalized Bicycle Enhancement	--	1	2	0	0	2	2	1	0	8
Foothill Blvd & Foothill Fwy EB Ramps	--	Complex Signalized Bicycle Enhancement	--	0	2	0	0	2	2	2	0	8
Foothill Blvd & Wheeler Ave	--	Complex Signalized Bicycle Enhancement	--	0	2	0	0	2	2	2	0	8
Gladstone St & Damien Ave	--	Unsignalized Bicycle Enhancement	--	0	2	2	0	0	0	2	2	8
Wheeler Ave & 3rd St	--	Unsignalized Bicycle Enhancement	--	0	2	0	2	0	2	1	1	8
Wheeler Ave & Marshall Canyon SUP	--	Unsignalized Bicycle Enhancement	--	0	2	0	2	0	2	1	1	8
White Ave & 1st St	--	Unsignalized Bicycle Enhancement	--	0	2	0	0	2	2	1	1	8
White Ave & Durward Wy	--	Unsignalized Bicycle Enhancement	--	0	2	0	2	0	2	1	1	8
White Ave & Live Oak Wash SUP	--	Unsignalized Bicycle Enhancement	--	0	2	0	2	0	2	1	1	8
Arrow Hwy & B St	--	Unsignalized Bicycle Enhancement	--	0	2	0	2	2	0	1	0	7
Baseline Rd & Via Rancho La Verne	--	Unsignalized Bicycle Enhancement	--	0	2	2	2	0	0	0	1	7
Fairplex Dr & Metro Line SUP	--	Unsignalized Bicycle Enhancement	--	0	2	0	0	2	2	1	0	7
Foothill Blvd & Baseline Rd	--	Complex Signalized Bicycle Enhancement	--	0	2	0	0	2	2	1	0	7
Foothill Blvd & D St	--	Complex Signalized Bicycle Enhancement	--	0	2	0	0	2	2	1	0	7

Location	Extents	Recommended Improvement	Length (miles)	Safety	Comfort	Demand				Equity	Implementation	Total
				Crash History	LTS	School Proximity	Park Proximity	Activity Center Proximity	Transit Proximity	CES3.0 Score	Ease of Implementation	
Foothill Blvd & Foothill Fwy WB Ramps	--	Complex Signalized Bicycle Enhancement	--	0	2	0	0	2	2	1	0	7
Baseline Rd & Esperanza Dr	--	Signalized Bicycle Enhancement	--	1	2	0	2	0	0	0	1	6
Baseline Rd & Wheeler Ave	--	Complex Signalized Bicycle Enhancement	--	2	2	2	0	0	0	0	0	6
Fairplex Dr & Puddingstone Dr	--	Unsignalized Bicycle Enhancement	--	0	2	0	0	2	0	1	1	6
Puddingstone Dr & Live Oak Wash SUP	--	Unsignalized Bicycle Enhancement	--	0	2	0	2	0	0	1	1	6
White Ave & 8th St	--	Signalized Bicycle Enhancement	--	0	2	0	2	0	0	1	1	6
Arrow Hwy & San Dimas Canyon Rd	--	Complex Signalized Bicycle Enhancement	--	0	2	0	2	0	0	1	0	5
Arrow Hwy & Wheeler Ave	--	Complex Signalized Bicycle Enhancement	--	0	2	0	2	0	0	1	0	5
Arrow Hwy & White Ave	--	Complex Signalized Bicycle Enhancement	--	0	2	0	0	2	0	1	0	5
Baseline Rd & Emerald Ave	--	Signalized Bicycle Enhancement	--	0	2	0	2	0	0	0	1	5
Fruit St & Foothill Fwy EB Ramps	--	Complex Signalized Bicycle Enhancement	--	0	2	0	0	0	2	1	0	5
Wheeler Ave & Metro Line SUP	--	Unsignalized Bicycle Enhancement	--	0	2	0	2	0	0	1	0	5
Baseline Rd & Fruit St	--	Complex Signalized Bicycle Enhancement	--	1	2	0	0	0	0	1	0	4
Bowdoin St & Williams Ave	--	Unsignalized Bicycle Enhancement	--	0	0	0	0	0	0	1	2	3
Fruit St & Foothill Fwy WB Ramps	--	Complex Signalized Bicycle Enhancement	--	0	2	0	0	0	0	1	0	3
<b>Sidewalk Infill</b>												
Cottage Pl	C St to D St	Sidewalk Infill	0.1	0	--	2	2	2	2	1	1	10
Holly Oak St	Wheeler Ave to Park Ave	Sidewalk Infill	0.1	0	--	2	2	2	0	2	1	9
Wheeler Ave	5th St to Holly Oak St	Sidewalk Infill	0.3	0	--	2	2	2	0	2	1	9
Wheeler Ave	Paseo Ave to Ancona Dr	Sidewalk Infill	0.2	0	--	2	2	2	0	2	1	9
8th St	D St to E St	Sidewalk Infill	0.1	0	--	2	2	2	0	1	1	8
C St	7th St to End	Sidewalk Infill	0.0	0	--	2	2	0	2	1	1	8
5th St	Park Ave to B St	Sidewalk Infill	0.2	0	--	0	2	0	2	2	1	7
Wright Ave	Yeager Ave to Puddingstone Dr	Sidewalk Infill	0.3	2	--	0	2	0	0	1	2	7
1st St	E St to White Ave	Sidewalk Infill	0.3	0	--	0	0	2	2	1	1	6
E St	Arrow Hwy to 2nd St	Sidewalk Infill	0.1	0	--	0	0	2	2	1	1	6
White Ave	Arrow Hwy to 1st St	Sidewalk Infill	0.2	0	--	0	0	2	2	1	1	6
Aldersgate Dr	Wheeler Ave to St Andrews Ave	Sidewalk Infill	0.2	0	--	2	2	0	0	0	1	5
Cadley Dr	Ruggles St to Oak Ridge Dr	Sidewalk Infill	0.1	0	--	2	2	0	0	0	1	5
Sedalia Ave	Highland Dr to Gladstone St	Sidewalk Infill	0.3	0	--	2	0	0	0	2	1	5
Bowdoin St	Fig Cir to Bradford St	Sidewalk Infill	0.1	0	--	0	0	0	2	1	1	4
Deventer Dr	Full Extent	Sidewalk Infill	0.2	0	--	2	2	0	0	0	0	4
<b>Pedestrian Crossing Improvements</b>												
Bonita Ave & Damien Ave	--	Signalized Crossing Enhancements	--	2	--	2	2	2	2	2	1	13
Foothill Blvd & Fruit St	--	Signalized Crossing Enhancements	--	4	--	2	2	2	2	1	0	13
Bonita Ave & Glenfield Ave	--	Uncontrolled Crossings Enhancements	--	0	--	2	2	2	2	2	2	12
Bonita Ave & Sedalia Ave	--	Uncontrolled Crossings Enhancements	--	0	--	2	2	2	2	2	2	12
Bonita Ave & F St	--	Uncontrolled Crossings Enhancements	--	0	--	2	2	2	2	1	2	11
D St & 6th St	--	Uncontrolled Crossings Enhancements	--	0	--	2	2	2	2	1	2	11
E St & 6th St	--	Uncontrolled Crossings Enhancements	--	0	--	2	2	2	2	1	2	11
Marshall Canyon SUP & 5th St	--	Uncontrolled Crossings Enhancements	--	2	--	0	2	2	2	2	1	11

Location	Extents	Recommended Improvement	Length (miles)	Safety	Comfort	Demand				Equity	Implementation	Total
				Crash History	LTS	School Proximity	Park Proximity	Activity Center Proximity	Transit Proximity	CES3.0 Score	Ease of Implementation	
Bonita Ave & B St	--	Signalized Crossing Enhancements	--	0	--	0	2	2	2	2	2	10
D St & Evergreen St	--	Signalized Crossing Enhancements	--	0	--	2	2	2	2	1	1	10
D St & Live Oak Wash SUP	--	Uncontrolled Crossings Enhancements	--	2	--	2	2	2	0	1	1	10
E St & 3rd St	--	Uncontrolled Crossings Enhancements	--	0	--	2	2	2	2	1	1	10
Fruit St & Bowdoin St	--	Signalized Crossing Enhancements	--	0	--	2	2	2	2	1	1	10
5th St & B St	--	Uncontrolled Crossings Enhancements	--	0	--	0	2	2	2	1	2	9
B St & 3rd St	--	Uncontrolled Crossings Enhancements	--	0	--	0	2	2	2	1	2	9
Bonita Ave & Park Ave	--	Uncontrolled Crossings Enhancements	--	0	--	0	2	2	2	1	2	9
D St & 11th St	--	Uncontrolled Crossings Enhancements	--	0	--	2	2	2	0	1	2	9
Damien Ave & Palomares Ave	--	Uncontrolled Crossings Enhancements	--	0	--	2	2	0	2	1	2	9
F St & 3rd St	--	Uncontrolled Crossings Enhancements	--	0	--	0	2	2	2	1	2	9
Foothill Blvd & D St	--	Signalized Crossing Enhancements	--	2	--	0	2	2	2	1	0	9
Foothill Blvd & Wheeler Ave	--	Signalized Crossing Enhancements	--	0	--	2	2	2	2	1	0	9
Fruit St & Amherst St	--	Uncontrolled Crossings Enhancements	--	0	--	2	2	0	2	1	2	9
G St & 3rd St	--	Uncontrolled Crossings Enhancements	--	0	--	0	2	2	2	1	2	9
E St & 2nd St	--	Uncontrolled Crossings Enhancements	--	0	--	0	2	2	2	1	1	8
Foothill Blvd & Foothill Fwy EB Ramps	--	Signalized Crossing Enhancements	--	0	--	0	2	2	2	2	0	8
Holly Oak St & Park Ave	--	Uncontrolled Crossings Enhancements	--	0	--	2	2	0	0	2	2	8
Ramona Ave & Allen Ave	--	Uncontrolled Crossings Enhancements	--	0	--	2	2	0	0	2	2	8
Ramona Ave & Gladstone St	--	Uncontrolled Crossings Enhancements	--	0	--	2	2	0	0	2	2	8
Wheeler Ave & 3rd St	--	Uncontrolled Crossings Enhancements	--	0	--	0	2	2	2	1	1	8
Wheeler Ave & Holly Oak St	--	Signalized Crossing Enhancements	--	0	--	2	2	2	0	2	0	8
White Ave & 3rd St	--	Uncontrolled Crossings Enhancements	--	0	--	0	2	2	2	1	1	8
White Ave & 6th St	--	Uncontrolled Crossings Enhancements	--	0	--	0	2	2	2	1	1	8
Arrow Hwy & Fairplex Dr	--	Signalized Crossing Enhancements	--	0	--	0	2	2	2	1	0	7
Bonita Ave & Fulton Rd	--	Uncontrolled Crossings Enhancements	--	0	--	0	0	2	2	1	2	7
D St Railroad Crossing	--	Railroad Crossing Enhancement	--	0	--	0	2	2	2	1	0	7
E St & 8th St	--	Uncontrolled Crossings Enhancements	--	0	--	2	2	0	0	1	2	7
E St Railroad Crossing	--	Railroad Crossing Enhancement	--	0	--	0	2	2	2	1	0	7
Foothill Blvd & Foothill Fwy WB Ramps	--	Signalized Crossing Enhancements	--	0	--	0	2	2	2	1	0	7
Baseline Dr & Hale Ave	--	Uncontrolled Crossings Enhancements	--	0	--	0	2	0	2	1	1	6
Baseline Rd & Via Rancho La Verne	--	Uncontrolled Crossings Enhancements	--	0	--	2	2	0	0	1	1	6
Baseline Rd & Wheeler Ave	--	Signalized Crossing Enhancements	--	0	--	2	2	0	0	1	1	6
Bonita Ave & Fulton Rd	--	Uncontrolled Crossings Enhancements	--	0	--	0	0	2	2	1	1	6
Via de Mansion & Via Rancho La Verne	--	Uncontrolled Crossings Enhancements	--	0	--	2	2	0	0	0	2	6
White Ave & 1st St	--	Uncontrolled Crossings Enhancements	--	0	--	0	0	2	2	1	1	6
White Ave & 2nd St	--	Uncontrolled Crossings Enhancements	--	0	--	0	0	2	2	1	1	6
Bixby Dr Foothill Freeway Overcrossing	--	Uncontrolled Crossings Enhancements	--	0	--	2	2	0	0	1	0	5
Chelsea Dr Foothill Freeway Overcrossing	--	Uncontrolled Crossings Enhancements	--	0	--	2	2	0	0	1	0	5
Wheeler Ave & Oak Mesa Dr	--	Uncontrolled Crossings Enhancements	--	0	--	2	2	0	0	0	1	5



Location	Extents	Recommended Improvement	Length (miles)	Safety	Comfort	Demand				Equity	Implementation	Total
				Crash History	LTS	School Proximity	Park Proximity	Activity Center Proximity	Transit Proximity	CES3.0 Score	Ease of Implementation	
Wheeler Ave & Oak Ridge Dr	--	Uncontrolled Crossings Enhancements	--	0	--	2	2	0	0	0	1	5
White Ave & Grove St	--	Uncontrolled Crossings Enhancements	--	0	--	0	2	0	0	1	1	4
Arrow Hwy & A St	--	Uncontrolled Crossings Enhancements	--	2	--	0	0	0	0	1	0	3
Arrow Hwy & B St	--	Signalized Crossing Enhancements	--	0	--	0	0	2	0	1	0	3
Arrow Hwy & White Ave	--	Signalized Crossing Enhancements	--	0	--	0	0	2	0	1	0	3
Wheeler Ave & Via Arroyo	--	Uncontrolled Crossings Enhancements	--	0	--	0	2	0	0	0	1	3
Wheeler Ave Railroad Crossing	--	Railroad Crossing Enhancement	--	0	--	0	2	0	0	1	0	3
White Ave Railroad Crossing	--	Railroad Crossing Enhancement	--	0	--	0	0	2	0	1	0	3
Esperanza Dr & Crestview Dr	--	Uncontrolled Crossings Enhancements	--	0	--	0	0	0	0	0	2	2
Esperanza Dr & Shemiran St	--	Uncontrolled Crossings Enhancements	--	0	--	0	0	0	0	0	2	2
Golden Hills Rd & Calle Aragon	--	Uncontrolled Crossings Enhancements	--	0	--	0	0	0	0	0	2	2
Wheeler Ave & Puddingstone Dr	--	Uncontrolled Crossings Enhancements	--	0	--	0	0	0	0	1	1	2
Fulton Rd Railroad Overcrossing	--	Railroad Crossing Enhancement	--	0	--	0	0	0	0	1	0	1
<b>Trail/Access Enhancements (Bicycle and Pedestrian)</b>												
Marshall Canyon SUP & 5th St	--	Trail/Access Enhancements	--	2	--	0	2	2	2	2	1	11
D Street & Live Oak Wash SUP	--	Trail/Access Enhancements	--	2	--	2	2	2	0	1	1	10
Marshall Canyon SUP & 3rd St	--	Trail/Access Enhancements	--	0	--	0	2	2	2	1	1	8
Marshall Canyon Trail & Shopping Center Dwy	--	Trail/Access Enhancements	--	0	--	0	2	2	2	2	0	8
White Ave & Live Oak Wash SUP	--	Trail/Access Enhancements	--	0	--	2	2	0	2	1	1	8
Foothill Blvd & Emerald Ave SUP	--	Trail/Access Enhancements	--	2	--	0	0	2	2	1	0	7
Marshall Canyon SUP & Palomares Ave	--	Trail/Access Enhancements	--	0	--	0	2	0	2	1	2	7
Fairplex Dr & Fairplex SUP	--	Trail/Access Enhancements	--	0	--	0	0	2	2	1	1	6
Marshall Canyon Trail & Orangewood St	--	Trail/Access Enhancements	--	0	--	2	2	0	0	0	2	6
Baseline Rd & Marshall Canyon Trail	--	Trail/Access Enhancements	--	0	--	2	2	0	0	0	1	5
Fairplex SUP & White Ave	--	Trail/Access Enhancements	--	0	--	0	0	2	0	1	1	4
Marshall Canyon Trail & Lemonwood St	--	Trail/Access Enhancements	--	0	--	0	2	0	0	0	2	4
Via Arroyo & Oak Mesa Trail	--	Trail/Access Enhancements	--	0	--	0	2	0	0	0	2	4
Walnut St & Live Oak Wash SUP	--	Trail/Access Enhancements	--	0	--	0	0	2	0	1	1	4
Esperanza Dr & Marshall Canyon Dr	--	Trail/Access Enhancements	--	0	--	0	2	0	0	0	1	3
Puddingstone Dr & Live Oak Wash SUP	--	Trail/Access Enhancements	--	0	--	0	0	0	0	1	1	2
Yeager Ave & Live Oak Wash SUP	--	Trail/Access Enhancements	--	0	--	0	0	0	0	1	1	2
Canyon View Dr & Los Encinos Park Access	--	Trail/Access Enhancements	--	0	--	0	0	0	0	0	1	1
Birdie Dr & Oak Mesa Trail	--	Trail/Access Enhancements	--	0	--	0	0	0	0	0	1	1
Southern Pacific SUP & Wheeler Ave	--	Trail/Access Enhancements	--	0	--	0	0	0	0	0	0	0

Sources: Kittelson & Associates, 2020

## APPENDIX G: GLOSSARY OF TERMS

**Active Transportation:** Active transportation includes non-motorized transportation options such as walking, biking, and rolling. Active transportation is also strongly linked to with transit networks. Active transportation options provide affordable and convenient travel options that promote health, economic development, environmental, and safety benefits.

**Active Transportation Plan (ATP):** A comprehensive set of goals and strategies to provide for improved biking, walking, and transit. ATPs include recommendations for prioritizing infrastructure improvements and outline recommendations for new policies, processes, and infrastructure for the community.

**American Disabilities Act (ADA):** The ADA is a federal civil rights law to protect people from disabilities from discrimination. As it relates to transportation, the ADA guarantees people with disabilities equal access to public transportation and requires transportation facilities to be accessible and useable by persons with disabilities.

**Bicycle Facilities:** A general term denoting improvements and provisions made by public agencies to accommodate or encourage bicycling, including parking and storage facilities, and shared roadways not specifically designated for bicycle use.

**Bike Lane:** This is a dedicated lane for bicyclists that is separated from motor vehicle traffic by pavement markings and is signed for preferential or exclusive use by bicyclists. Bike lane widths can range from 4 to 6 feet and should be striped, signed, and marked in accordance with the Manual on Uniform Traffic Control Devices (MUTCD). A buffered bike lane uses a striped buffer of 1 to 4 feet to provide a space between the bike lane and vehicle lanes or parking. A separated bike lane provides a physical separation (e.g., parked vehicles, a vertical delineator, planters, etc.) to provide a vertical separator between vehicle lanes and bicyclists.

**Bike Route:** Bike routes are a system of bikeways designated by the jurisdiction that can include directional and informational route markers. Bike routes can be an option where room does not permit, or the need does not exist to create additional pavement width for cyclists. Bike routes are typically found on low volume, low speed streets.

**Bikeway:** A generic term for any road, street, or path that is designated for bicycle travel, regardless of the type of bicycle facility.

**Bulb Out (Curb Extensions):** A bulb out or curb extension is an extension of the sidewalk at a crosswalk into the roadway, typically equivalent to the parking lane adjacent to the sidewalk. This shortens the roadway crossing distance for pedestrians. These improvements reduce pedestrians' exposure to vehicle traffic and increasing visibility of both the pedestrian and approaching vehicles.

**Connectivity:** This term refers to the extent to which urban forms permit or restrict movement of people or vehicles in different directions.

**Crosswalk:** A place designated for pedestrians to cross a road. Crosswalks are designed to keep pedestrians together where they can be seen by motorists. Continental crosswalks are striped with bars parallel to the flow of vehicle traffic to increase visibility of the crosswalk to approaching vehicles.

**Pedestrian Hybrid Beacon (PHB):** A traffic beacon used to stop road traffic and allow pedestrians to cross safely. The beacon flashes yellow, then steady yellow, then a steady red, then flashes red to make drivers aware to stop. A PHB provides protected pedestrian crossings, stopping road traffic only when a pedestrian is present to cross.

**Leading Pedestrian Interval (LPI):** Signal timing that provides the walk signal several seconds before vehicles are given a green signal. LPI provides pedestrians with an advanced start so that they are more visible in the crosswalk.

**Pedestrian:** This is a person traveling on foot, whether walking or running. For the purposes of this plan, those traveling using motorized scooters and wheelchair users are considered as pedestrians.

**Rectangular Rapid Flashing Beacon (RRFB):** A beacon attached to the standard pedestrian crossing sign and activated by pedestrians.

**Refuge Island:** Also known as a pedestrian refuge or pedestrian island, is a small section of pavement or sidewalk where pedestrians can stop before finishing crossing a road.

**Road Diet:** A road diet reduces the amount of space for motor vehicles, either through eliminating lanes or shrinking the width of lanes. The reclaimed space from a road diet is then re-allocated for other uses, such as more sidewalk space or a pedestrian refuge island.

**Roadway:** The portion of the highway, including shoulders, intended for vehicular use.

**Safe Routes to School (SRTS):** This is a national movement to improve safety of walking and biking to school, improve pedestrian and bicycle access to schools, and encourage biking and walking to elementary through high schools. SRTS includes state and federal funding programs as well as local programs.

**Shared Roadway:** This is a lane within a roadway that indicates that cyclists may be in the lane through sharrow pavement markings or other signage.

**Shared-Use Path (SUP):** A bikeway physically separated from motorized vehicular traffic. Shared-use paths may also be used by pedestrians, wheelchair users, and other non-motorized users.

**Sharrow:** A shared lane pavement marking consisting of a bicycle symbol placed in the roadway lane that indicates that motorists should expect to see and share the lane with bicycles. Unlike bicycle lanes, they do not designate a particular part of the roadway for the exclusive use of bicycles.

**Shoulder:** This is the portion of the roadway contiguous with the travel lane for accommodation of stopped vehicles, emergency use, and for support of the roadway. The shoulder is on the same level as the existing roadway surface.

**Sidewalk:** The portion of a street or highway right-of-way designed for preferential or exclusive use by pedestrians. Generally, a sidewalk is paved path along the side of a road. A sidewalk is normally separated from the vehicular traffic by a curb.

**Traffic Calming:** Measures that consist of physical design, including narrowed roads and speed humps, put in place on roads for the intention of slowing down or reducing motor-vehicle traffic and to improve safety for pedestrians and cyclists.

**Trail:** This is a type of unpaved facility that is physically separated from motor vehicle traffic. Trails are usually shared with other non-motorized users including pedestrians.

**Walkability:** A measure of how conducive an area is to walk. Walkability has many health, environmental, and economic benefits. Factors influencing walkability include the presence or absence and quality of footpaths, sidewalks or other pedestrian rights-of-way, traffic and road conditions, land use patterns, building accessibility, and safety, among others. Walkability is an important concept in sustainable urban design.

**Wayfinding:** Directional guidance for road users including bicyclists and pedestrians, including signs, maps, and kiosks.

# Agenda Report

CITY OF LA VERNE

*Community Development Department*

**DATE:** December 19, 2016  
**TO:** Honorable Mayor & City Council  
**FROM:** Candice Bowcock, Senior Planner  
**SUBJECT:** Active Transportation Update

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## **AGENDA SUMMARY**

Staff organized/hosted an Active Transportation Workshop where many avid bicyclists and residents were present to gather information on what is needed to make La Verne an Active Transportation friendly city. The workshop was very successful and gathered information that has been analyzed and presented to the Development Review Committee, the Planning Commission, and now City Council for further feedback.

## **RECOMMENDATION**

Staff, the Development Review Committee, and the Planning Commission recommend that the City Council review the following information and concur with staffs plans for the next steps.

## **BACKGROUND**

Active transportation refers to any form of human-powered transportation including walking, cycling, using a wheelchair, in-line skating, or skateboarding. There are many ways to engage in active transportation, whether it is walking to the bus stop, or bicycling to school or work.

Staff organized and hosted an Active Transportation Workshop on Thursday, September 8, 2016. There were about 50 people who attended including La Verne residents, bicycle riders from other surrounding cities, as well as employees from Metro. During the workshop, those in attendance were given information on the General Plan policies relating to bicycles, Gold Line, and the La Verne Bicycle Gap Closure Project which is a part of the Active Transportation Grant. La Verne is currently exploring future projects to advance transportation and provide more travel options throughout the city.

Planning Commissioner Norm Faustini also attended and participated in the workshop, as a representative of the Planning Commission. The Planning Commission serves a key role in receiving public input on the subject, and in helping to shape City policies on Active Transportation. These policies will be important components of the City's long range planning efforts, such as Specific Plans and the General Plan.

The Planning Commission, at their November 9<sup>th</sup> meeting accepted this report and recommended City Council support. The Commission meeting was attended by numerous residents in support of cycling, with several speaking in support of continued efforts to improve Active Transportation in La Verne.

The Old Town La Verne Specific Plan focuses on sustainability and the future Gold Line Station. It will incorporate pedestrian connections/paths between the Gold Line, Old Town, Fairplex, and the University of La Verne.

The La Verne Bicycle Gap Closure Project is a \$1.9 million dollar grant that will be awarded to the City and is awarded by the California Transportation Commission. The design/engineering for use of this grant has recently begun. The Bicycle Gap Closure Project will include expansion and improvement of bicycle lanes and bicycle infrastructure and strengthen regional connectivity by closing critical gaps between La Verne and adjacent communities. City bike lanes are hoped to increase from a current 1.5 miles up to 12.6 miles.

### **ANALYSIS AND NEXT STEPS**

There was a Community Outreach portion of the workshop where attendees were also given the chance to give input on the kind of amenities, programs, and facilities they would like to see throughout our community and many people had suggestions/opinions. The following list provides the feedback that was received along with an explanation/update to each comment:

1. Making Bonita Avenue more bike friendly, ie. bike lanes and signage.  
-The City has asked the contracted Engineering firm, RKA and Associates to do a full analysis of Bonita Avenue and the possibility of adding a bike lane. Once the study has been completed, staff will update Council.
2. Use Third Street as an alternative for Bonita Avenue for east/west bicycle traffic.  
-A Class III Bicycle Lane on Third Ave. is preliminarily considered feasible and will be analyzed during the design phase of the Bicycle Gap Closure Project.
3. Focus on bicycle route connectivity and safety.  
-A range of proposed enhancements (ATP Grant) will significantly improve the bicycle connectivity and safety in the City by closing critical gaps.
4. Review and improve deficiencies of existing Class 1 bicycle routes on Wheeler Avenue and Fairplex Drive.  
-This could be done by using paint/signs.
5. Making Arrow Highway and Baseline Road more bicycle safe.  
-Baseline Road is proposed as a Class II Bicycle Lane and Arrow Highway will be a Class I Bicycle lane in 2017.
6. Look to provide "Safe routes to schools" for bicyclists.  
-"Safe routes to schools" strives to improve children's safety while walking and bicycling. Resources and activities help communities: Build sidewalks, bicycle paths, and pedestrian-friendly infrastructure. The GAP Closure project is hoped to provide for safer routes to schools.
7. Look to provide more Active Transportation policy and design in the General Plan Update.  
-The General Plan currently provides supportive pedestrian and bicycle policies, encourages hiking/bikeway trails, with multiple trail uses, and supports bicycle incentive programs. The General Plan update that will begin in the near future will include more

- Active Transportation policies including bike lane locations, trail locations, and walkable community goals around the future Gold Line Station, Old Town, and the University of La Verne.
8. Coordinate with the County Flood Control District/Los Angeles Parks and Recreation about the condition of the dismounts and surface hazards in the wash on the Marshall Canyon Bike Trail.  
-Community Services Director, Bill Aguirre is currently in the process of gathering this information.
  9. Increase the number of traffic signals with bike controls.  
-Out of the 27 signals, there are currently 7 that have the video detection, and as new signals are installed or replaced the video detection will be added.
  10. Look at the possibility of a bike share program in Old Town.  
-The City is looking into this and is working with San Gabriel Council of Governments on a pilot program.

Over the next few months, staff will continue to work with key members of the active transportation community to create an "Active Transportation Master Plan". Staff anticipates a draft Master Plan will proceed to the Planning Commission for study and review, prior to City Council presentation. It is expected that user groups will be engaged as we move this plan through the process.

The "Active Transportation Master Plan" will include a complete Bicycle Master Plan combined with targeted pedestrian and safe routes to school planning efforts. This Plan will be a map for developing pedestrian and bicycle infrastructure in the City, with an emphasis on promoting walking and bicycling as viable transportation options and fostering a practical, safe, and enjoyable environment for these activities. The Plan also hopes to focus on a number of projects to improve and expand upon the existing pedestrian and bicycle networks and encourage walking and bicycling for recreational and commuter trips.

As of January 1, 2017, Metro is requiring cities adopt a Complete Streets Policy supporting the California Complete Streets Act of 2008 in order to be eligible for future Metro funding opportunities. As a result, staff is preparing a Council Resolution which will serve as an interim to the City's future "Active Transportation Plan" and preserve our access to other funding sources.

It is anticipated that this effort will be completed and back before Council by the summer of 2017.

Respectfully submitted,

Candice Bowcock  
Senior Planner

Attachments: A. La Verne Bicycle Gap Closure Project Map

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