Chapter 2 – Transportation

2.1 INTRODUCTION

This chapter presents the methodology for, and the conclusions of, the analysis undertaken to assess the potential transportation impacts of the project and its alternatives on transit, traffic, parking, pedestrian and bicycle circulation, and at-grade railroad crossings. Potential impacts are assessed for both the short-term (occurring during construction) and long-term. Proposed mitigation measures for each type of potential impact for the Build alternative project, TSM, and No Build alternative are presented at the conclusion of this chapter.

2.2 REGULATORY SETTING

2.2.1 State

California Environmental Quality Act (CEQA) guidelines define *significant effect* or *significant impact* as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by a project. The determination of whether a project may have a *significant effect* on the environment calls for careful judgment on the part of the public agency involved, based, to the extent possible, on scientific and factual data. There are few quantitative standards of significance related to transportation effects. The measurement and prediction of level of service (LOS) at potentially affected intersections is one standard commonly used to evaluate the significance of potential traffic impacts. Predicted changes in LOS offer indications of how well road-based traffic movements may function under the different alternatives, which may have implications for vehicular traffic, and certain types of transit and non-motorized transportation, such as pedestrians and bicycles.

The travel forecasting model developed by the Southern California Association of Governments (SCAG) Regional Travel Demand Model was used for this analysis. The travel demand forecast model includes the approved land uses and financially constrained future highway and transit network for 2035. The model estimates future travel demand based on several input criteria:

- SCAG forecasts of population and employment growth.
- SCAG forecasted changes in the sociodemographic characteristics of travelers.
- Future characteristics of the roadway and transit systems, including travel times, costs, and capacity reflective of the No Build, Transportation System Management (TSM), and the Build Alternatives.

Traffic operations at 90 intersections and 35 roadway segments in the Study Area (Figure 2-1) were analyzed. The intersections are located near potential rail stations along the project alignment, adjacent to at-grade railroad crossings, and at intersections of major arterials in the Study Area. The jurisdictions affected by the project were consulted throughout the scoping process and assisted in the selection of study intersections. Detailed AM and PM peak-hour intersection turning movement counts and roadway segment daily traffic volumes were collected in 2010 to represent existing traffic volumes on a typical weekday throughout the Study Area.

2.3 METHODOLOGY

This section describes the methodology and assumptions used for the evaluation and analysis of the project's impacts on the transportation environment. The analysis addresses existing transit, traffic circulation, and parking conditions, and it evaluates the No Build, TSM, and Build Alternatives for the forecast year of 2035. Traffic forecasts were developed for the horizon year of 2035 by obtaining model data and post-processing the information to reflect the anticipated growth within the Study Area.

Within the Study Area, one roadway segment traverses two cities; and seven intersections are located on the boundary of two or more cities. For purposes of the traffic analysis, these intersections were assigned to just one jurisdiction (shown in Table 2-1). Fulton Road between Bonita Avenue and Arrow Highway, which includes a Metrolink driveway, spans from City of La Verne on the west to the City of Pomona on the east. For the purpose of this analysis, this roadway segment was assigned to the City of Pomona's jurisdiction.

Table 2-1. Intersections Located Between Two Jurisdictions

North/South Street	East/West Street	West City	East City	Assigned Jurisdiction
Lone Hill Avenue	Gladstone Street	Glendora	San Dimas	San Dimas
San Dimas Canyon Road	Bonita Avenue	San Dimas	La Verne	San Dimas
San Dimas Canyon Road	Arrow Highway	San Dimas	La Verne	San Dimas
La Verne Avenue	Arrow Highway	La Verne	Pomona	La Verne
Fulton Road	Bonita Avenue	La Verne	Pomona	Pomona
Fulton Road	Arrow Highway	La Verne	Pomona	Pomona
Claremont Boulevard	First Street	Claremont	Montclair/Upland	Claremont

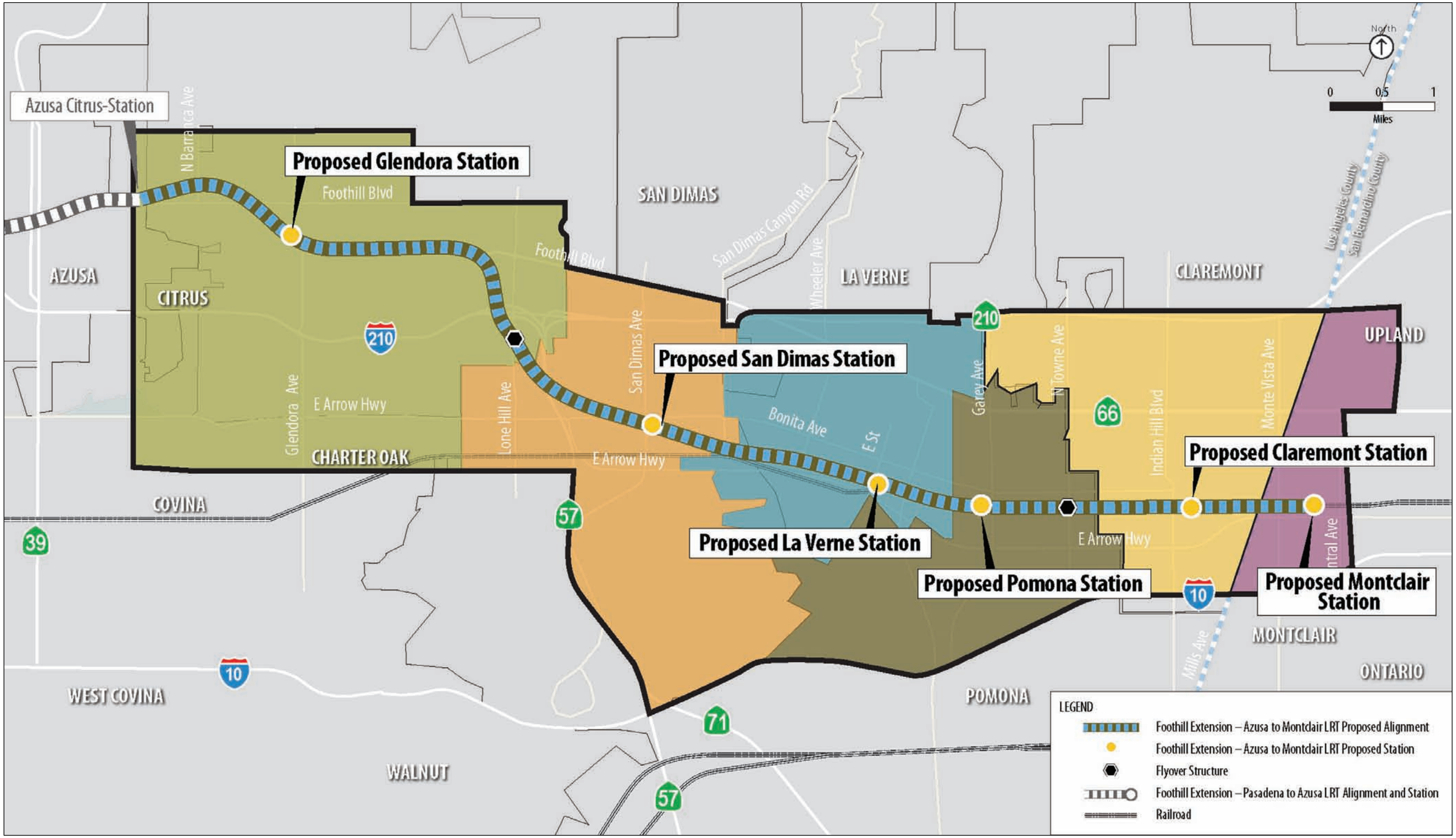
Source: Intueor, 2011

2.3.1 Data Sources

To determine the existing traffic operating conditions in the Study Area, manual vehicle turning movement counts were conducted at 90 intersection locations, and daily vehicle traffic volumes were taken at 35 roadway segments. This data was then used to conduct traffic analysis for 2035. The Study Area jurisdictions for the traffic analysis are: Glendora, San Dimas, La Verne, Pomona, and Claremont in Los Angeles County, and Montclair/Upland in San Bernardino County. The roadway segment analysis was performed using average daily traffic volumes taken from the 24-hour machine counts. The intersections were analyzed using AM and PM peak-hour intersection turning movement volumes. Data collection was conducted on a representative weekday (Tuesday, Wednesday, or Thursday) in May 2010 at the locations shown in Figure 2-2 and Figure 2-7.

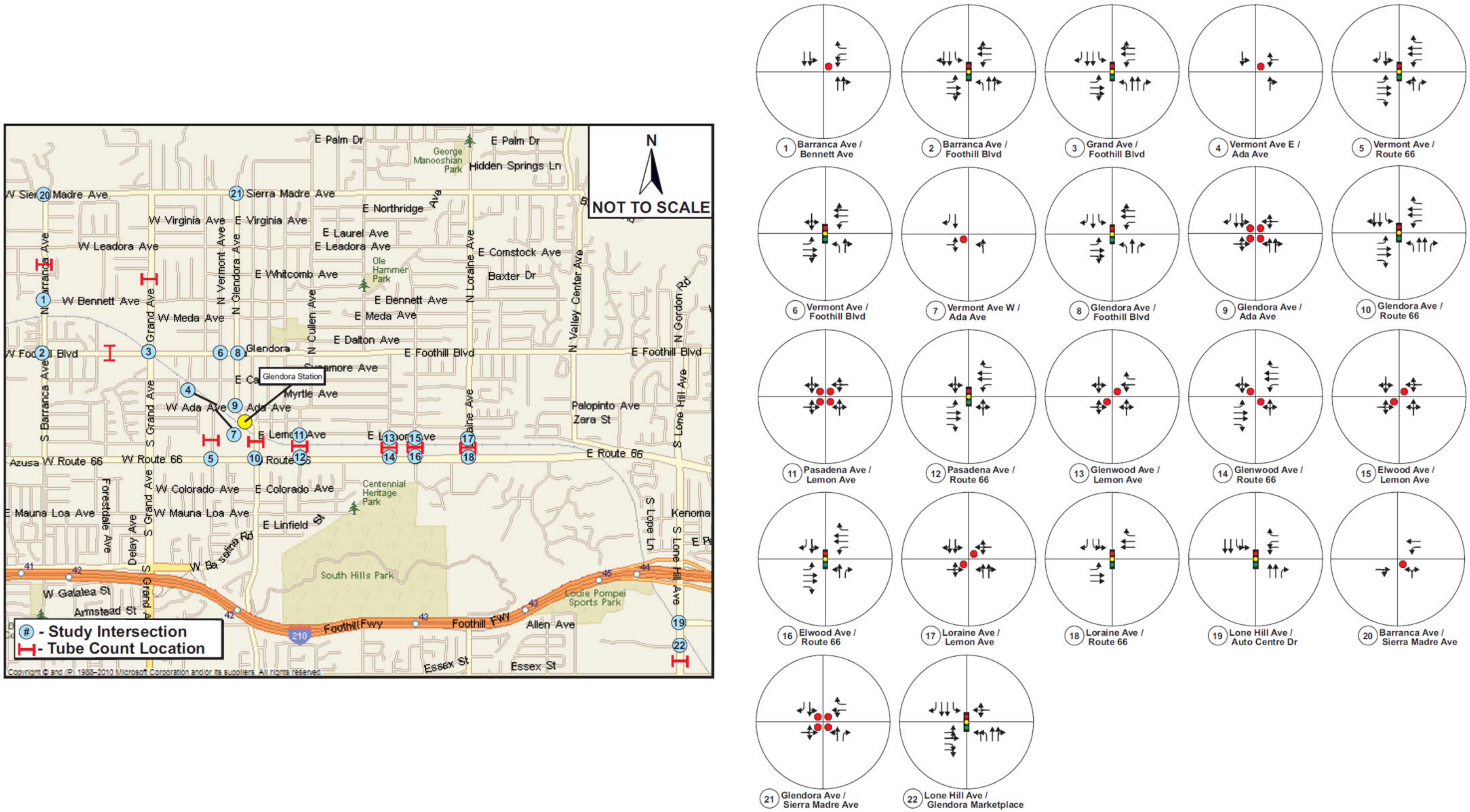
2.3.2 Approach to Estimating Transportation Effects

The performance of an arterial street network is measured in terms of LOS using the *Transportation Research Circular No. 212: Interim Materials on Highway Capacity* (TRB, 1980) or volume-to-capacity ratio (V/C) methodology. LOS is a qualitative measure used to describe the condition of traffic flow, ranging from excellent (LOS A) to overloaded (LOS F). LOS D is typically recognized as the minimum acceptable LOS in urban areas. Each of the 35 roadway segments was analyzed to determine daily traffic operating conditions. Table 2-2 presents the LOS definitions for roadway segments.



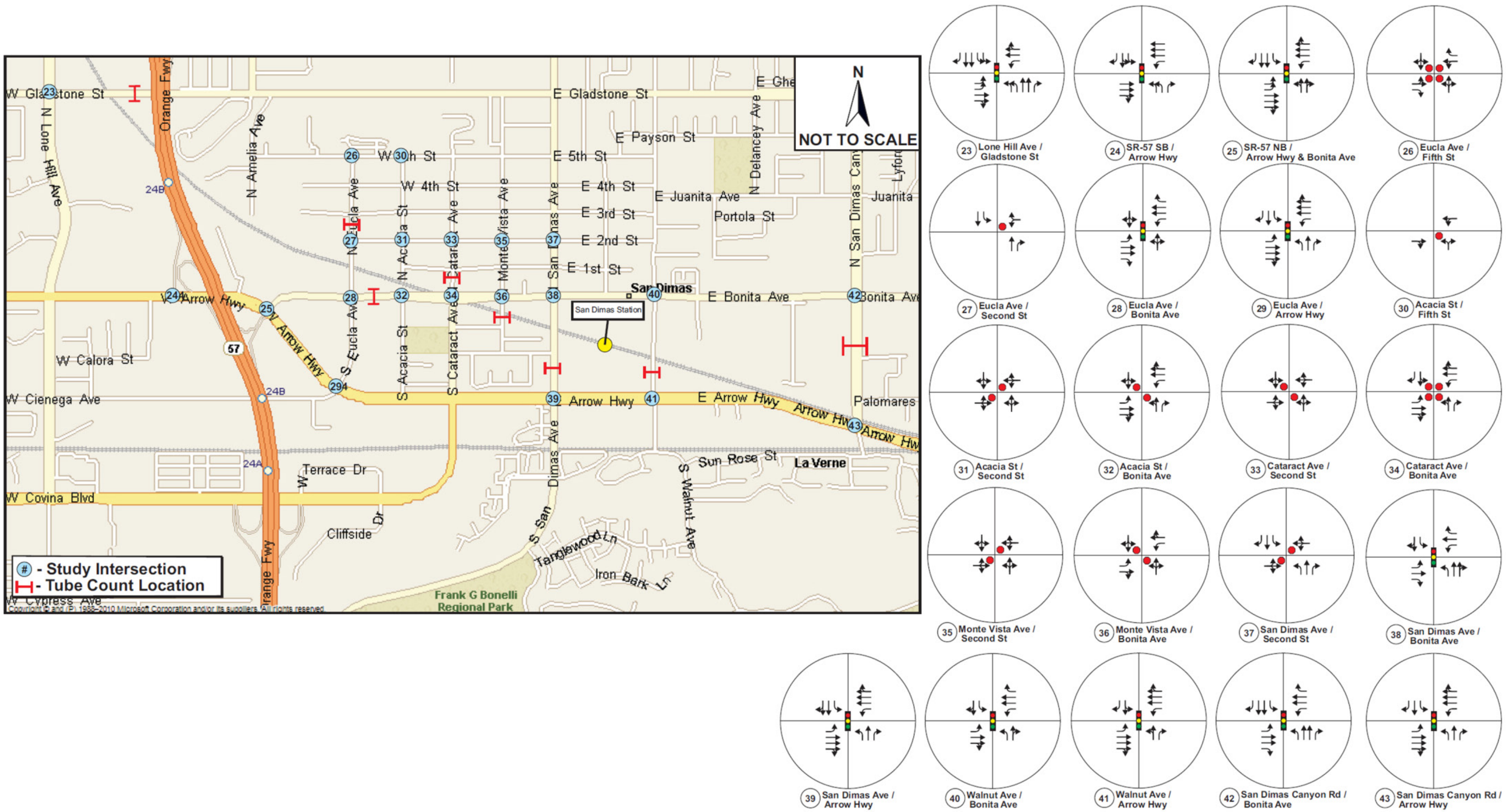
Source: Parsons Brinckerhoff, 2012

Figure 2-1. Study Area



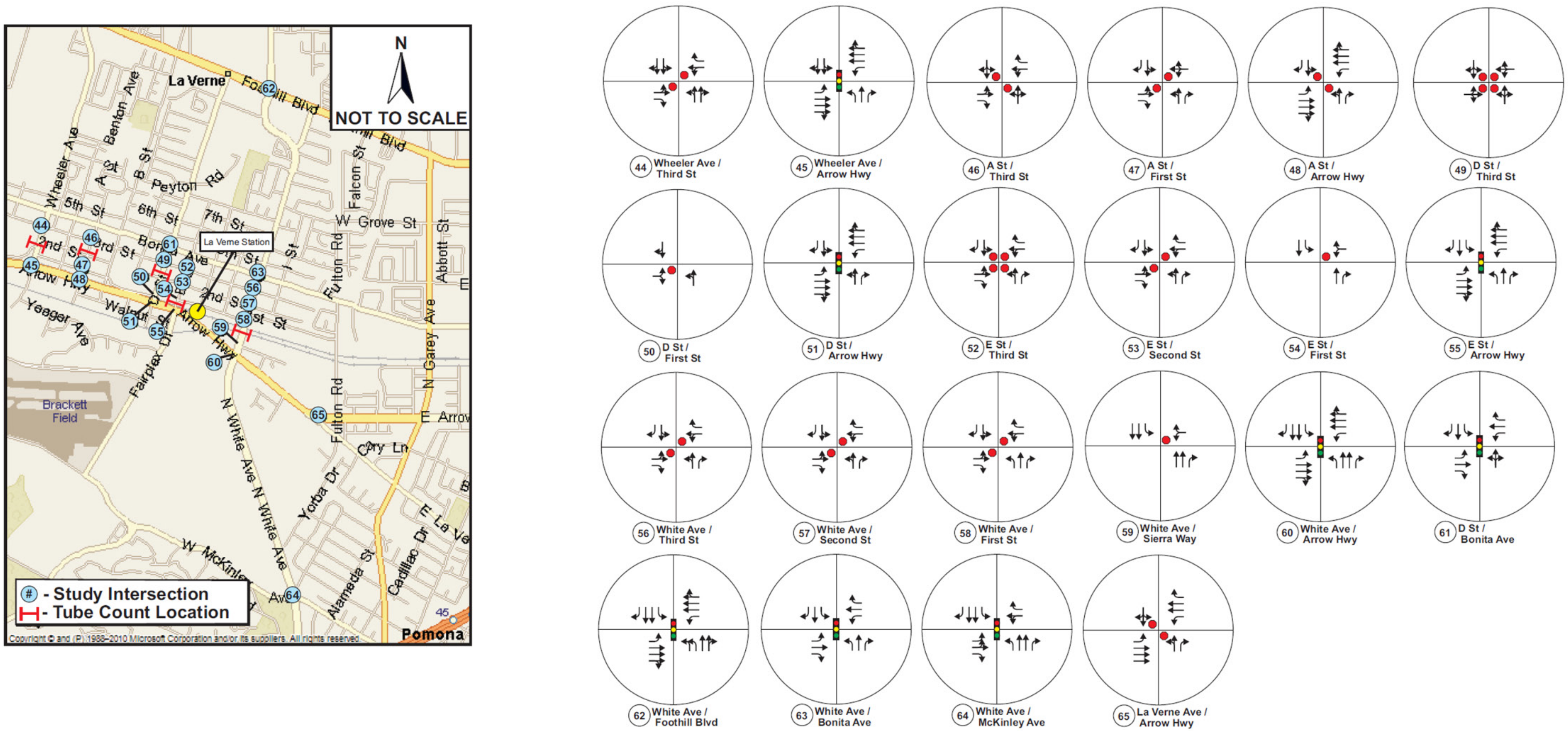
Source: Intueor, 2011

Figure 2-2. Traffic Analysis Count Locations: Glendora



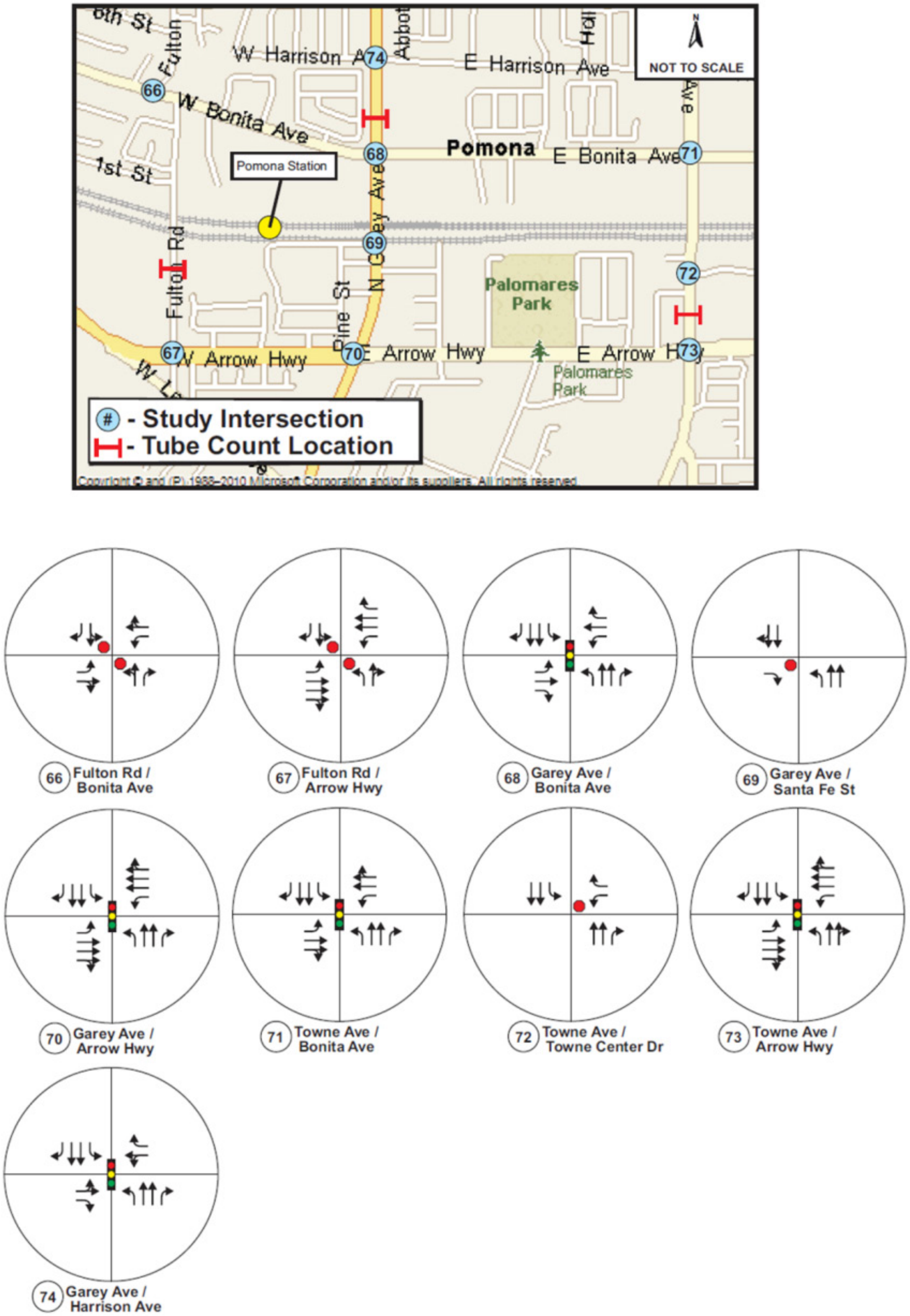
Source: Intueor, 2011

Figure 2-3. Traffic Analysis Count Locations: San Dimas



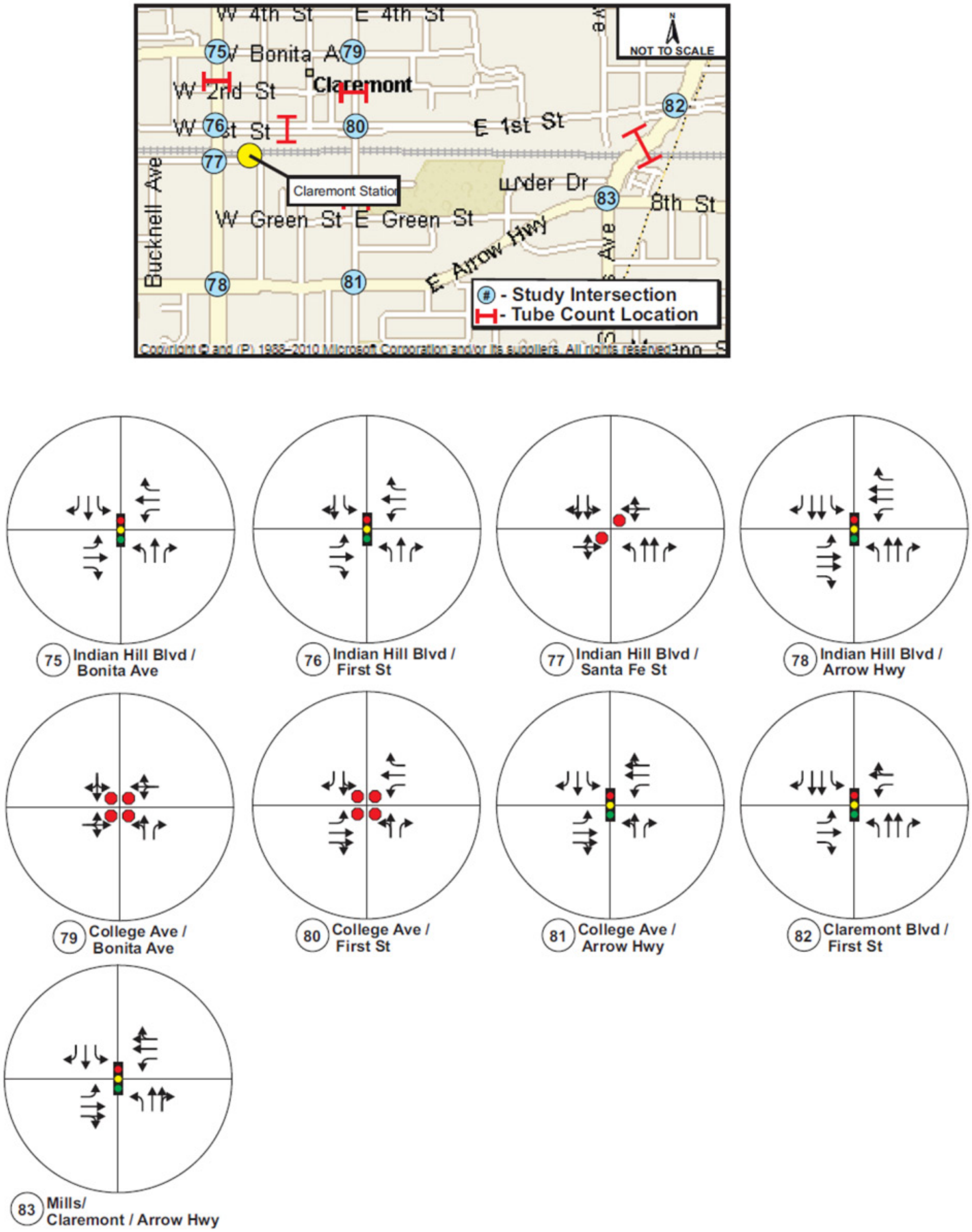
Source: Intueor, 2011

Figure 2-4. Traffic Analysis Count Locations: La Verne



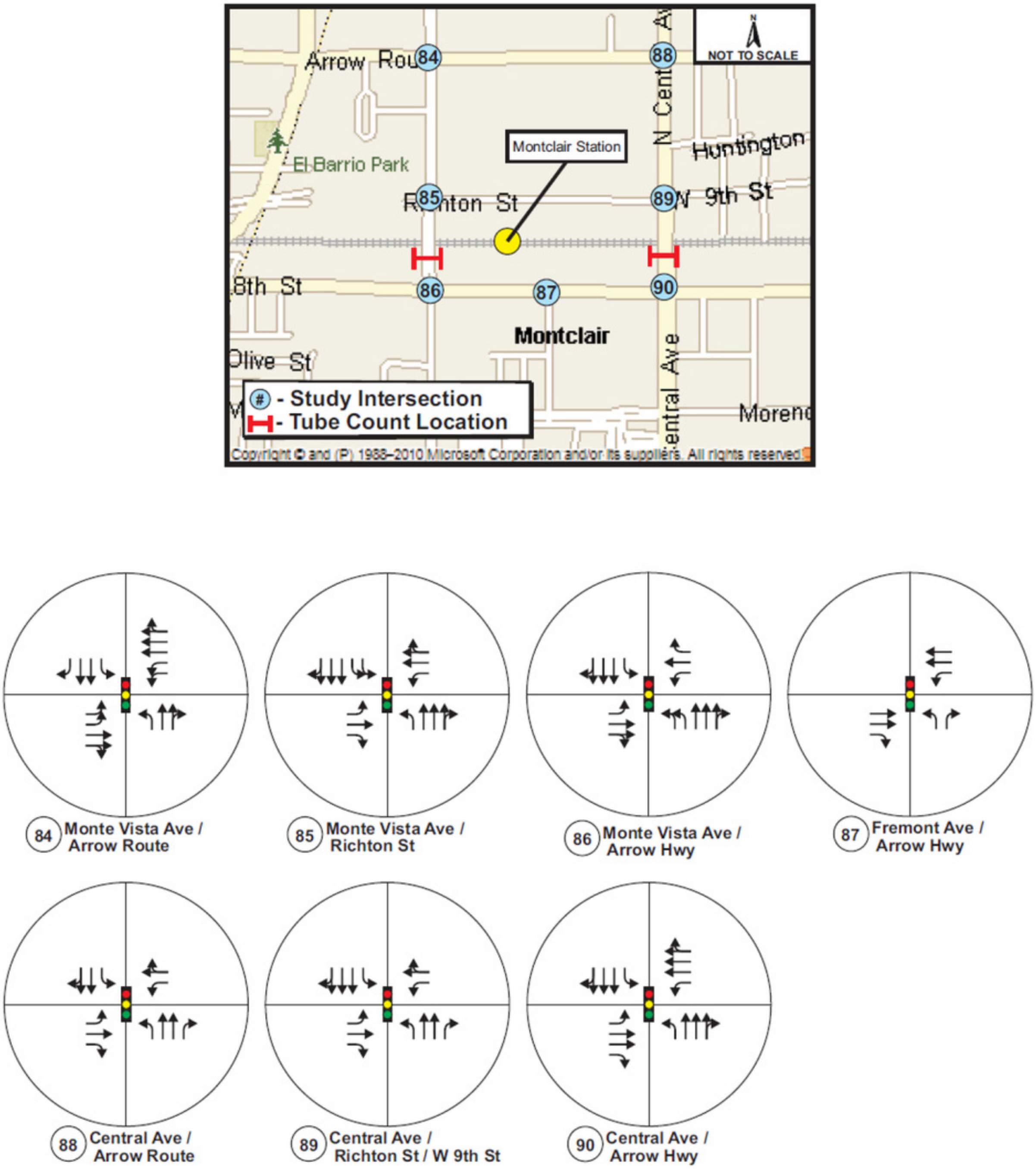
Source: Intueor, 2011

Figure 2-5. Traffic Analysis Count Locations: Pomona



Source: Intueor, 2011

Figure 2-6. Traffic Analysis Count Locations: Claremont



Source: Intueor, 2011

Figure 2-7. Traffic Analysis Count Locations: Montclair

Table 2-2. Roadway Segment Level of Service (LOS) Definitions

Level of Service	V/C Range	Definition
A	0.000—0.600	EXCELLENT. Free flow, light volumes.
B	0.601—0.700	VERY GOOD. Free to stable flow, light to moderate volumes.
C	0.701—0.800	GOOD. Stable flow, moderate volumes, freedom to maneuver noticeably restricted.
D	0.801—0.900	FAIR. Approaches unstable flow, moderate to heavy volumes, limited freedom to maneuver.
E	0.901—1.000	POOR. Extremely unstable flow, heavy volumes, maneuverability and psychological comfort extremely poor.
F	>1.000	FAILURE. Forced or breakdown conditions, slow speeds, tremendous delays with continuously increasing queue lengths.

Source: Transportation Research Board, *Transportation Research Circular No. 212: Interim Materials on Highway Capacity*, January 1980.

Each study intersection was analyzed to determine peak-hour operations and LOS. LOS for signalized and unsignalized intersections is generally based on delay values using the Transportation Research Board 2000 *Highway Capacity Manual* methodology. These values are calculated using the average delay (in seconds) per approaching vehicle. Table 2-3 and Table 2-4 present the LOS definition for signalized and unsignalized intersections. The Synchro software, version 7.0, was used to analyze peak-hour intersection traffic operating conditions.

Table 2-3. Signalized Intersections Level of Service Definitions

Level of Service	Average Vehicle Delay (Seconds)	Definition
A	< 10.0	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	> 10.0 and < 20.0	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	> 20.0 and < 35.0	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	> 35.0 and < 55.0	FAIR. Delays may be substantial during portions of the peak hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	> 55.0 and < 80.0	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 80	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Source: Transportation Research Board, *Highway Capacity Manual* (2000), Special Report 209, Second Print July 2005.

Table 2-4. Unsignalized Intersections (Level of Service Definitions)

Level of Service	Average Vehicle Delay (Seconds)
A	< 10.0
B	> 10.0 and < 15.0
C	> 15.0 and < 25.0
D	> 25.0 and < 35.0
E	> 35.0 and < 50.0
F	> 50.0

Source: Transportation Research Board, *Highway Capacity Manual* (2000), Special Report 209, Second Print July 2005.

2.4 IMPACT CRITERIA

The methodology used to determine adverse or significant impacts at the study intersections was to identify the change in delay between the TSM or Build Alternatives and the No Build Alternative. Since the Study Area includes several jurisdictions, an impact criterion that can be uniformly applied across all project corridor jurisdictions was selected. Consequently, the impact criteria used for this comparison was based on the *Los Angeles County Traffic Impact Analysis Study Guidelines* (1997).

Based on these guidelines under the TSM or Build Alternative, an intersection is considered to have adverse or significant impacts, if the change in delay from the No Build Alternative is equal to or greater than the criteria shown in Table 2-5. Potential mitigation measures were identified at each affected location.

Table 2-5. Los Angeles County Intersection Impact Thresholds

Control Type	Final LOS with project	Significant Increase in Delay from the No Build (Seconds/Vehicle)
Unsignalized Intersection	LOS C	≥ 4
	LOS D	≥ 2
	LOS E/F	≥ 1.5
Signalized Intersection	LOS C	≥ 6
	LOS D	≥ 4
	LOS E/F	≥ 2.5

Source: Los Angeles County Traffic Impact Analysis Study Guidelines, 1997.

2.5 EXISTING CONDITIONS

2.5.1 Public Transit

2.5.1.1 Study Area Transit Network

The Study Area has one of the most extensive networks of transit routes in the San Gabriel Valley. These routes generally follow a grid pattern and include many express and local routes. Four public transit agencies operate transit service within the Study Area: Foothill Transit, Omnitrans, Riverside Transit Authority (RTA), and Metrolink. Table 2-6 lists the current transit routes in the Study Area with the end destinations of their services.

Table 2-6. Public Transit Routes within the Study Area

Operator	Line(s)	Destination
Foothill Transit	187	Montclair—Claremont—Glendora—Pasadena
	197	Pomona—Claremont—Montclair
	281	Glendora—West Covina—Puente Hills Mall
	284	West Covina—Covina—San Dimas—Glendora
	291	La Verne—Pomona—South Pomona
	292	Claremont—Pomona
	480	Montclair—Pomona—West Covina
	488	Glendora—West Covina—El Monte
	492	Montclair—Arcadia—El Monte
	494	San Dimas—Glendora—El Monte
	498	Citrus College—Los Angeles (Express)
	499	San Dimas Park & Ride—Via Verde Park & Ride—Los Angeles (Express)
	690	Montclair—Pasadena
	699	Montclair—Fairplex Park & Ride—Cal State Los Angeles—USC Medical Center—LA (Express)
	851	Covina—Glendora
	855	Pomona Transcenter—Claremont
Omnitrans	65	Montclair—Chino Hills
	66	Fontana—Foothill—Montclair
	67	Montclair—Baseline—Fontana
	68	Chino—Montclair—Chaffey College
	80	Montclair—Ontario Convention Center—Rancho Cucamonga
Riverside Transit Authority (RTA)	204	Riverside—Montclair Transit Center
Metrolink	San Bernardino Line	Los Angeles—Claremont—San Bernardino

Source: 2010 Foothill Transit, Omnitrans, RTA and Metrolink timetables.

The predominant flow of transit passengers in the corridor is east-west, so most of the heavily used routes are those that run in an east-west direction. These include bus routes that operate on Foothill Boulevard, I-210, I-10, Bonita Avenue, and Arrow Highway. Many of these routes experience high ridership during peak periods, particularly Foothill Transit Route 498, where headways (frequency of service) during the morning peak period average five to 10 minutes. Table 2-7 shows the headways for all bus lines in the corridor and illustrates the high demand for service on many of these lines.

2.5.1.2 Station Area Transit Service

Glendora Station

Foothill Transit Routes 284 and 851 service the area where the proposed Glendora Station would be sited along Glendora Boulevard.

San Dimas Station

The proposed San Dimas Station would be located between San Dimas and Walnut Avenues. Foothill Transit Routes 492, 494, 499, and 690 service this area.

La Verne Station

The proposed La Verne Station would be located east of E Street, just north of Arrow Highway. The nearest bus routes are Foothill Transit Routes 197 and 492. Route 197 runs along Arrow Highway and White Avenue, and comes within approximately 0.25-miles east of the station. Route 492 runs along Bonita Avenue, approximately 0.25-miles north of Arrow Highway.

Pomona Station

The proposed Pomona Station would be located west of Garey Avenue, east of the existing Metrolink station. The new station would be accessible via Foothill Transit Route 197 (on Arrow Highway), Route 291 (on Garey Avenue), and Route 492 (on Bonita Avenue); and via Metrolink.

Claremont Station

The proposed Claremont Station would be located across from the historic Atchison, Topeka & Santa Fe Depot. The new station would be serviced by Foothill Transit Routes 187, 197, 292, 480, 492, 690, and 855; and Metrolink.

Montclair Station

The proposed Montclair Station would be part of the existing Metrolink station at the Montclair Transcenter. The Transcenter area is serviced by Foothill Transit Routes 187, 197, 480, 492, 690, 699; and Silver Streak. The station is also accessible via Omnitrans Routes 65, 66, 67, 68, and 80; RTA 204; and Metrolink.

Table 2-7. Existing Frequency of Transit Service (in minutes) (2010)

Operator	Line	Days	AM Peak 6-9 AM	Midday 9 AM-3 PM	PM Peak 3-7 PM	Evening 7 PM-11 PM	Owl 11 PM-6 AM	Dir.	Hours of Service
Foothill Transit	187	Weekday Weekend	20 30	20 30	20 30	20 30	No Service No Service	EB/WB	4 AM-11 PM 5 AM-10 PM
	197	Weekday Weekend	30 60	30 60	30 60	60 60	No Service No Service	NB/SB	5:30 AM-8 PM 7 AM-7 PM
	281	Weekday Weekend	30 60	30 60	30 60	30 60	No Service No Service	NB/SB	5 AM-8:30 PM 6 AM-6 PM
	284	Weekday Weekend	60 80	90 40	45 80	45 No Service	No Service No Service	NB/SB	6 AM-8 PM 6:30 AM-5 PM
	291	Weekday Weekend	20 30	15-20 30	15 30	30 No Service	No Service No Service	NB/SB	4:30 AM-10 PM 6 AM-6 PM
	292	Weekday	30	No Service	30	No Service	No Service	NB/SB	6 AM-4 PM
	480	Weekday Weekend	30 30	30 60	30 30	30 30	60 No Service	EB/WB	5 AM-12 AM 5 AM-10 PM
	488	Weekday Weekend	30 60	60 60	30 60	60 60	No Service No Service	EB/WB	4 AM-9 PM 6:30 AM-7 PM
	498	Weekday	10-15	30	5-15	No Service	No Service	EB/WB	2 PM-7 PM
	492	Weekday Weekend	30 30	30 30	30 30	60 No Service	No Service No Service	EB/WB	5 AM-9 PM 6 AM-6 PM
	494	Weekday	30	No Service	30	No Service	No Service	EB/WB	4 PM-6 PM
	499	Weekday	12	No Service	15-30	No Service	No Service	EB/WB	2:45 PM-6:40 PM
	690	Weekday	10-20	No Service	30	No Service	No Service	EB/WB	3:30 PM-6:30 PM
	699	Weekday	10-20	40	10-15	No Service	No Service	EB/WB	2 PM-6:30 PM
	851	Weekday	30	No Service	60	No Service	No Service	NB/SB	6:30 AM-4:30 PM
	855	Weekday	15-20	No Service	15-30	No Service	No Service	NB/SB	6:30 AM-3:30 PM

Table 2-7. Existing Frequency of Transit Service (in minutes) (2010) (continued)

Operator	Line	Days	AM Peak 6-9 AM	Midday 9 AM-3 PM	PM Peak 3-7 PM	Evening 7 PM-11 PM	Owl 11 PM-6 AM	Dir.	Hours of Service
Omnitrans	65	Weekday	60	60	60	60	No Service	NB/SB	4:30 AM-10 PM
		Saturday	60	60	60	No Service	No Service		6:30 AM-6:30 PM
		Sunday	60	60	60	No Service	No Service		6:30 AM-6:30 PM
	66	Weekday	15	15	15	30	No Service	EB/WB	4 AM-10:30 PM
		Saturday	30	30	30	No Service	No Service		6 AM-9 PM
		Sunday	30	30	30	No Service	No Service		6 AM-6 PM
	67	Weekday	60	60	60	No Service	No Service	EB/WB	5:30 AM-7 PM
	68	Weekday	30	30	30	60	No Service	NB/SB	5 AM-10:30 PM
		Saturday	60	60	60	60	No Service		6 AM-6 PM
	80	Weekday	60	60	60	60	No Service	NB/SB	6 AM-8 PM
		Saturday	60	60	60	No Service	No Service		7 AM-7 PM
		Sunday	60	60	60	No Service	No Service		7 AM-7 PM
RTA	204	Weekday	40-50	No Service	50	No Service	No Service	NB/SB	5 AM-7 PM

Source: 2010 Foothill Transit, Omnitrans, and RTA timetables.
NB = northbound
SB = southbound
EB = eastbound
WB = westbound

2.5.1.3 Conditions for Transit Operations

Greater Los Angeles is one of the most congested urban areas in the country. Consequently, existing bus transit service often operates in congested traffic conditions. Typical weekday peak hours within the Study Area extend from 6:00 to 9:00 AM and from 3:00 to 7:00 PM. With the exception of the Metrolink commuter service, mixed flow transit operations account for all transit service in the Study Area; therefore, traffic conditions, such as long peak periods, congested operations, and vehicular queues, also affect bus service. Although ridership on some of the bus routes is high, congestion on arterial streets and freeways affects bus travel times and reliability, resulting in less than optimal service conditions. Congested roads and high transit demand make it difficult to reduce bus headways (improved frequency of service) and result in overcrowded buses.

Due to the economic downturn, all the major transit agencies serving the Study Area have shown a recent decrease in ridership for the primary bus service agencies (Foothill Transit and Omnitrans). Foothill Transit had a system ridership for the Fiscal Year (FY) 2009 of 14,970,000 passenger boardings and FY 2010 ridership of 14,280,600, a decrease of 4.6 percent. Omnitrans had an overall system ridership of 15,452,794 in 2009 and 14,751,260 in 2010, a decrease of 4.5 percent. Omnitrans ridership in FY 2011 was 15,037,317, a small 1.9 percent increase over 2010.

Metrolink provides commuter rail service in the area. Annual ridership on the Metrolink system in 2009 was 12,241,830. Ridership in 2010 was 12,005,849, a decrease of 1.9 percent.

2.5.2 Freeways and Arterials

Traffic conditions were examined on major and secondary north-south arterials between Barranca Avenue in Glendora and Central Avenue in Montclair. In addition, the major and secondary east-west arterials located within 1,000 feet of the existing rail right-of-way were evaluated.

The following freeways and arterials provide primary access to the Study Area, as shown in Figure 2-1:

- **I-210/SR 210—**This east-west 10-lane freeway is known as the Foothill Freeway and connects Los Angeles with its northeastern suburbs beyond the San Gabriel Mountain foothills. The western freeway segment is I-210, extending from I-5 in Sylmar to SR 57 in Glendora, where it becomes SR 210. SR 210 continues eastward through the Study Area. The proposed LRT extension would generally run parallel to this freeway; north of I-210, and south of SR 210. The average daily traffic is approximately 225,000 vehicles per day.
- **SR 57—**This is known as the Orange Freeway, a major 8-lane north–south state highway in the greater Los Angeles area. It runs through Pomona and San Dimas and links I-10, SR 71, and I-210/SR 210, ending at the I-210/SR 210 interchange in Glendora. The average daily traffic on SR 57 is approximately 125,000 vehicles per day.
- **I-10—**This is a 10-lane east-west freeway to the south of both I-210/SR 210 and the project alignment. The segment between downtown Los Angeles and the Inland Empire is known as the San Bernardino Freeway. It serves the following Study Area cities: San Dimas, La Verne, Pomona, Claremont, and Montclair. The average daily traffic is approximately 230,000 vehicles per day.
- **South Grand Avenue –**This is a major 4-lane north-south highway. It is a two-way street carrying about 12,000 vehicles per day.

- **South Glendora Avenue—**This is a 4-lane major north-south highway. It is a two-way street carrying about 16,000 vehicles per day.
- **Arrow Highway—**This is a major 4-lane east-west highway. It is a main two-way street carrying about 28,000 vehicles per day.
- **Historic Route 66 Highway (West Alosta Avenue)—**This is a major 4-lane east-west highway. It is a two-way street carrying about 30,000 vehicles per day.
- **Lone Hill Avenue—**This is a major 4-lane north-south highway. It is a two-way street carrying about 24,000 vehicles per day.
- **Foothill Boulevard—**This is a major 4-lane east-west highway. It is a two-way street that carries about 11,000 vehicles per day.
- **Bonita Avenue—**This is a 4-lane secondary east-west highway. It is a two-way carrying about 13,000 vehicles per day.
- **San Dimas Avenue—**This is a major 4-lane north-south highway. It is a two-way street carrying about 10,000 vehicles per day.
- **San Dimas Canyon Road—**This is a major 4-lane north-south highway. It is a two-way street carrying about 7,700 vehicles per day.
- **White Avenue—**This is a major 4-lane north-south highway. It is a two-way street carrying about 16,000 vehicles per day.
- **North Garey Avenue—**This is a major 4-lane north-south highway. It is a two-way street carrying about 21,000 vehicles per day.
- **North Towne Avenue—**This is a major 4-lane north-south highway. It is a two-way street carrying about 25,000 vehicles per day.
- **Indian Hill Avenue—**This is a 4-lane secondary highway north of Bonita Avenue and a major highway south of Bonita Avenue. It is a two-way, north-south street and carries about 19,000 vehicles per day.
- **South Mills Avenue/Claremont Boulevard—**This is a major 4-lane north-south highway. It is a two-way street carrying about 7,600 vehicles per day.
- **Monte Vista Avenue—**This is a major 4-lane north-south highway. It is a two-way street carrying about 19,000 vehicles per day.

2.5.2.1 Programmed Improvements

No programmed major or secondary arterial roadway improvements are anticipated within the Study Area.

2.5.2.2 Daily Traffic Volumes

In May 2010, average daily traffic counts were taken at 35 roadway segments within the Study Area. The 24-hour manual machine counts at the 35 roadway segments were collected on a representative weekday to determine existing daily traffic operations. Four of the segments are east-west roadways, and the remaining 31 are north-south roadways.

The existing conditions analysis was performed for all 35 roadway segments. The analysis showed that all roadway segments currently operate at LOS C or better. Table 2-8 shows capacities, volumes, volume-to-capacity ratios, and corresponding LOS for each segment analyzed.

2.5.2.3 Study Intersections and Existing Levels of Service

Turning movement counts were collected at 90 intersections in the Study Area to assess existing peak-hour traffic conditions. The chosen intersections are located both along the proposed LRT alignment and adjacent streets. The AM and PM peak hours were identified as the critical time periods for an assessment of existing conditions. Detailed vehicle turning movement data are illustrated in Figure 2-8 to Figure 2-13.

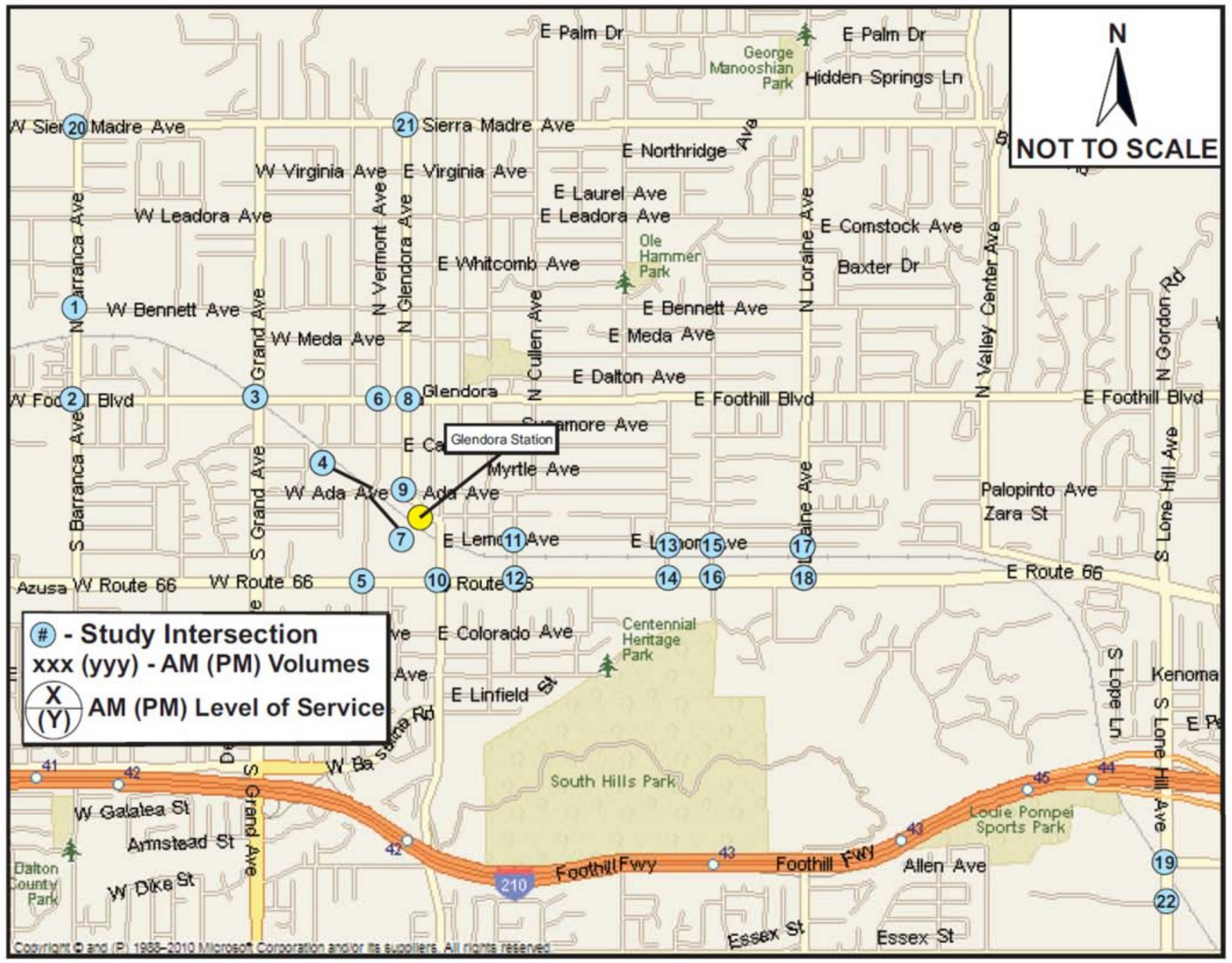
The intersection analysis showed that 6 of the 90 locations operate at LOS E or F. Table 2-9 lists these six intersection locations. The remaining 84 intersections operate at LOS D or better during both AM and PM peak hours. Table 2-10 presents the results of the existing AM and PM traffic operations and corresponding LOS at each of the study intersections.

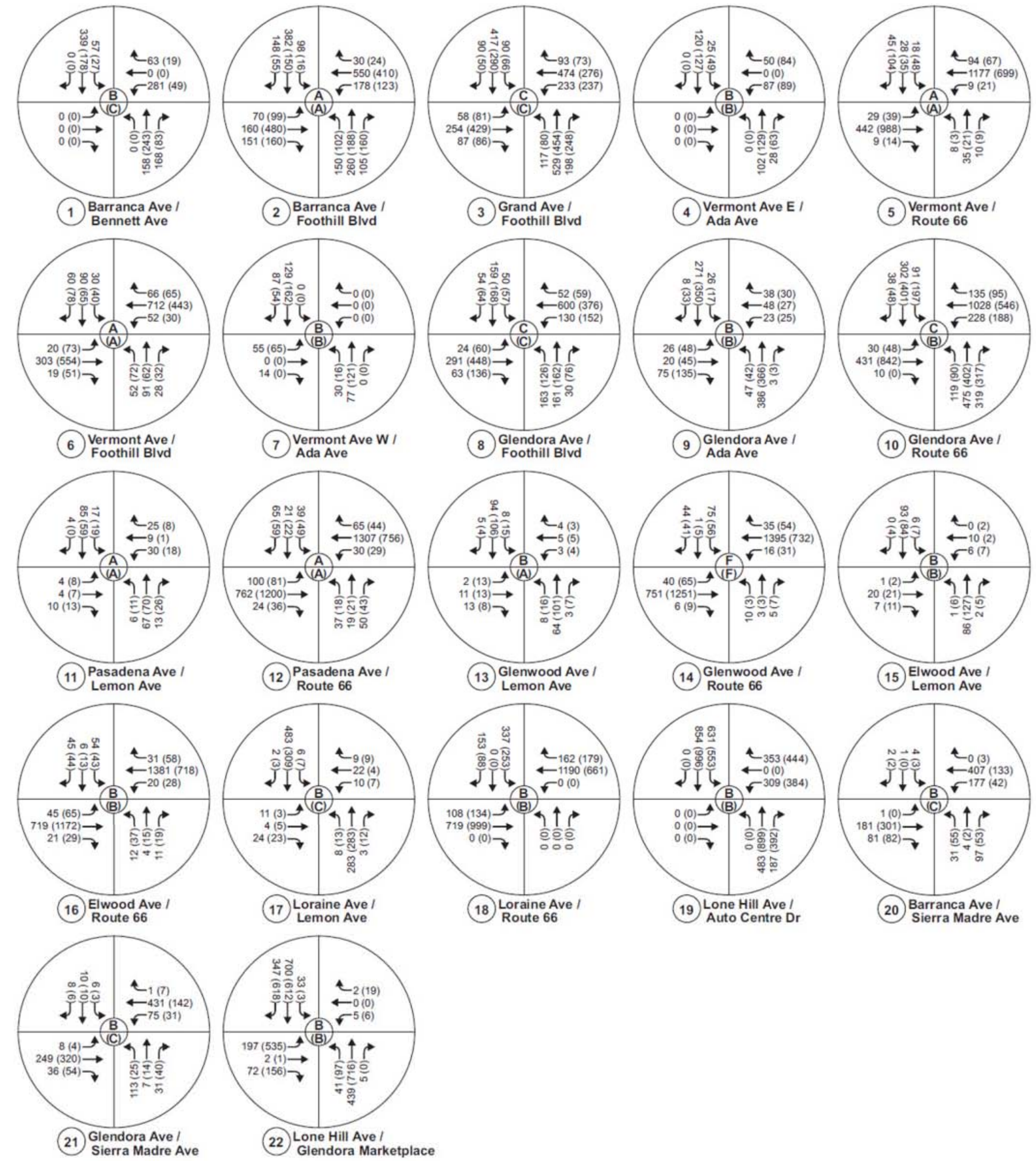
2.5.3 Parking

On-street parking is available near the proposed stations at Glendora and La Verne. The existing Metrolink stations at Pomona and Claremont also provide on-street parking near the stations. No on-street parking is provided near the proposed San Dimas station or near the Montclair Transcenter; however, sufficient off-street parking is available for current and future operations.

2.5.4 Pedestrian and Bicycle Facilities

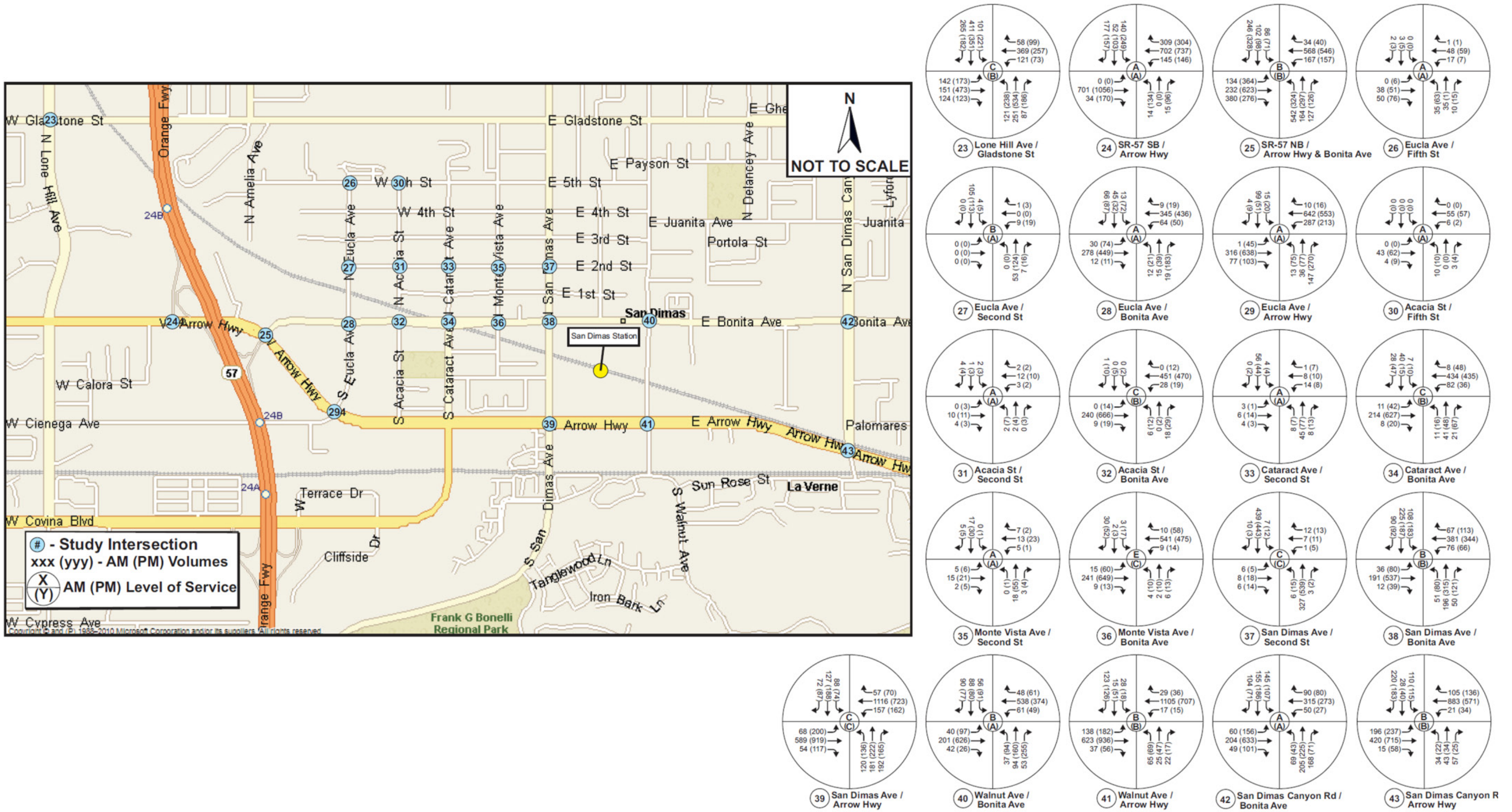
According to the *2012 County of Los Angeles Bicycle Master Plan*, three of the six proposed station locations would be within the vicinity of existing bike lanes. Glendora Avenue has a Class III bike route near the location of the proposed Glendora Station. Arrow Highway has a Class III bike route near the proposed San Dimas Station, while San Dimas Avenue has a Class III bike route north of Arrow Highway and a Class II bike lane south of Arrow Highway. College Avenue has a Class II bike lane near the proposed Claremont Station.





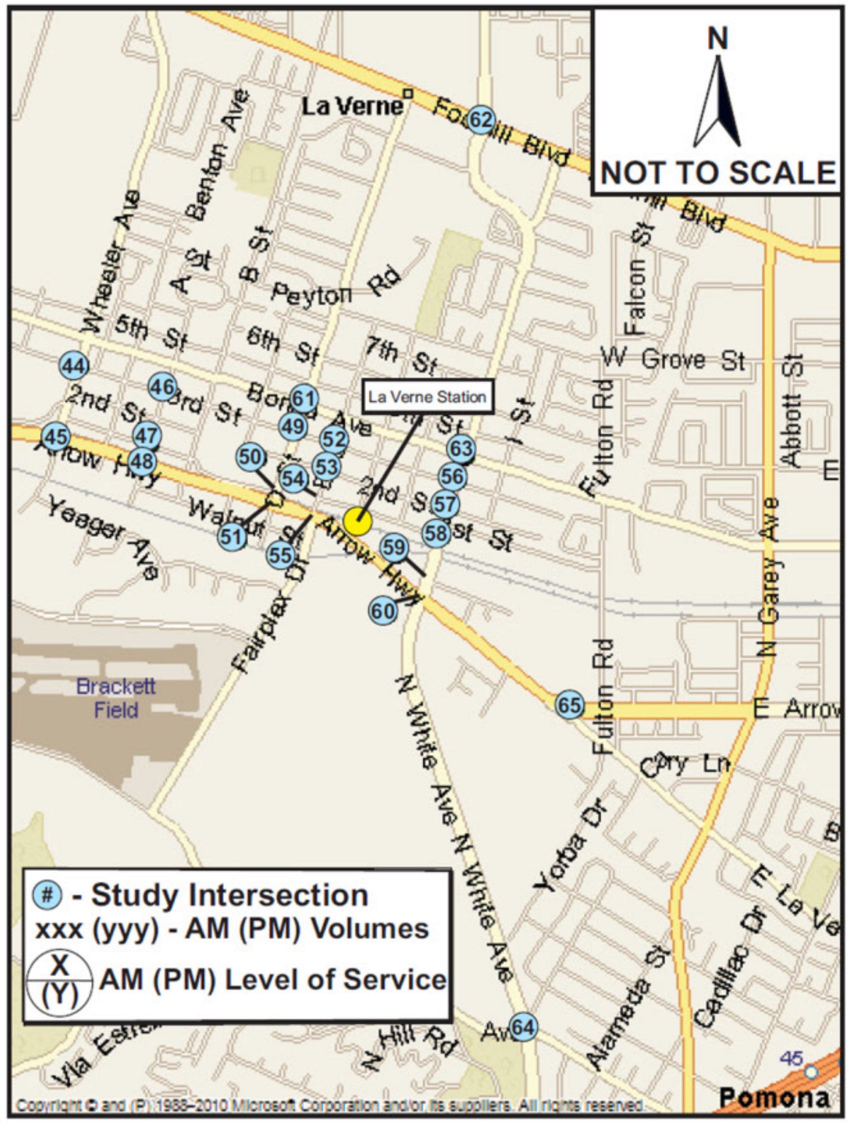
Source: Intueor, 2011

Figure 2-8. Existing (2010) AM/PM Peak Hour Volumes: Glendora



Source: Intueor, 2011

Figure 2-9. Existing (2010) AM/PM Peak Hour Volumes: San Dimas



Source: Intueor, 2011

Figure 2-10. Existing (2010) AM/PM Peak Hour Volumes: La Verne

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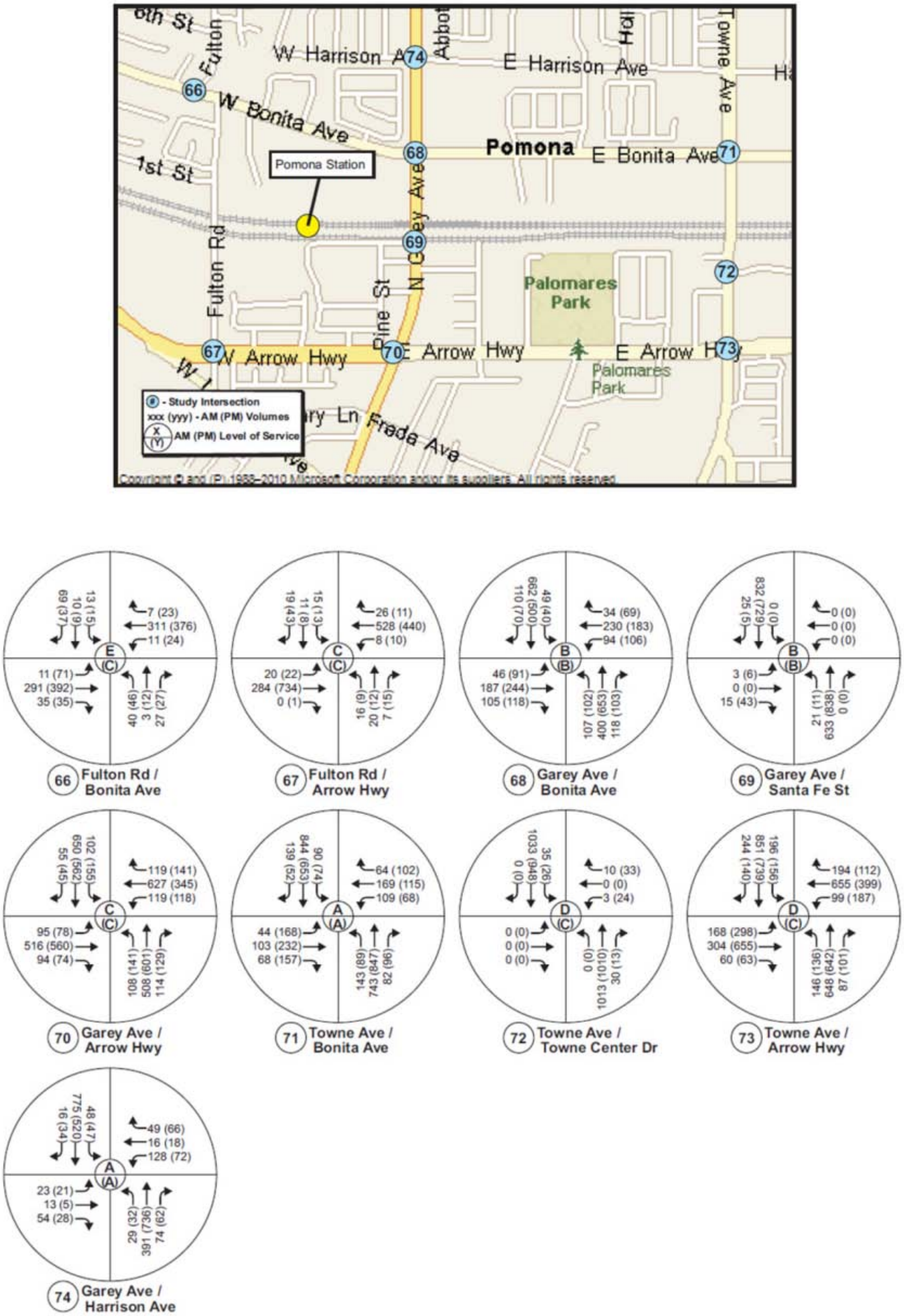
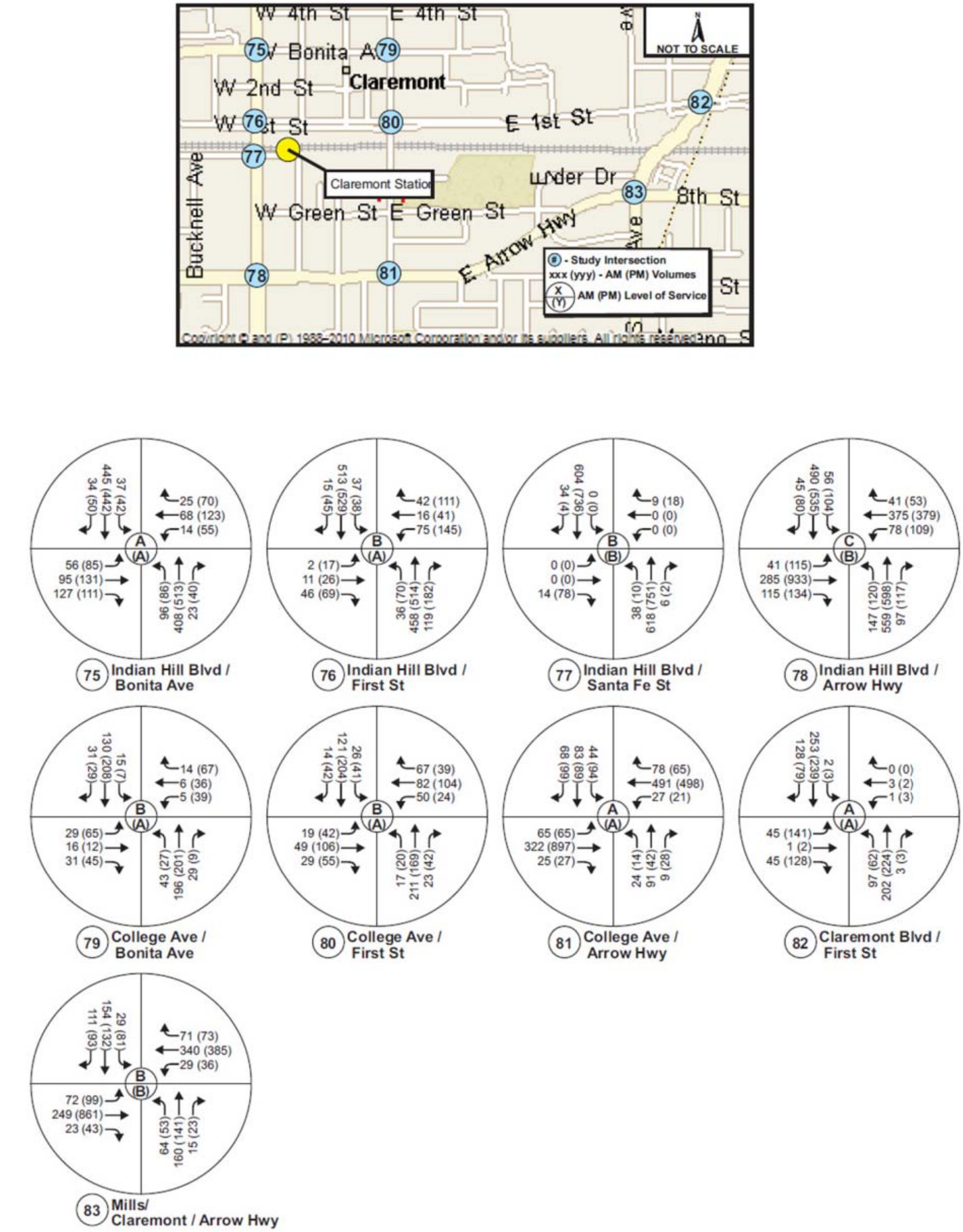


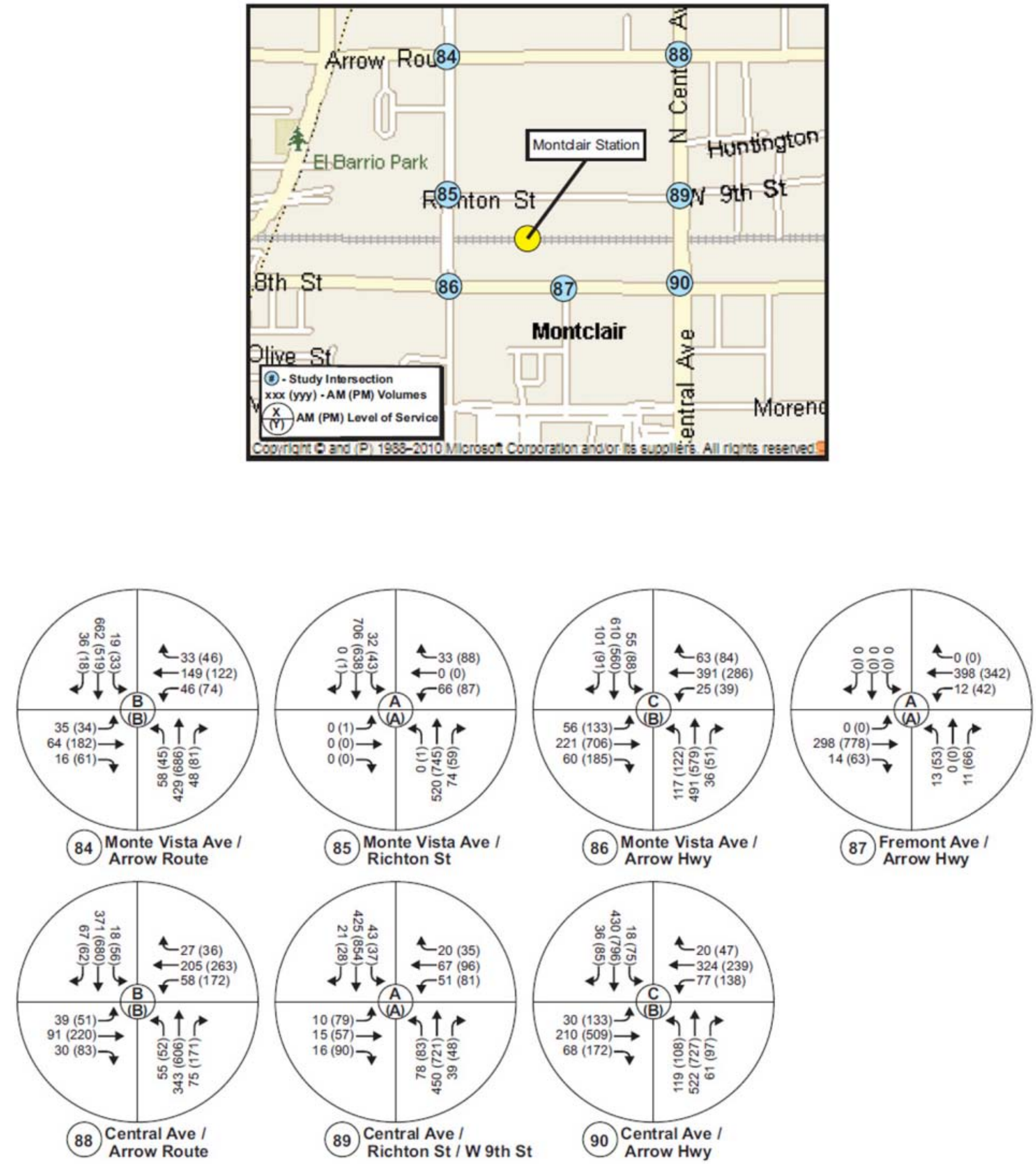
Source: Intueor, 2011

Figure 2-11. Existing (2010) AM/PM Peak Hour Volumes: Pomona



Source: Intueor, 2011

Figure 2-12. Existing (2010) AM/PM Peak Hour Volumes: Claremont



Source: Intueor, 2011

Figure 2-13. Existing (2010) AM/PM Peak Hour Volumes: Montclair

Table 2-8. Existing Roadway Segment Average Daily Traffic Analysis (2010)

Roadway Segment	From	To	Number of Lanes	Capacity (Vehicles/Day)	Volume (Vehicles/Day)	V/C	LOS
Glendora							
South Lone Hill Avenue	West Gladstone Street	Auto Centre Drive	4	32,000[1]	24,167	0.76	C
South Loraine Avenue	Route 66	East Lemon Avenue	4	32,000	9,205	0.29	A
South Elwood Avenue	Route 66	East Lemon Avenue	2	12,000[4]	2,361	0.20	A
South Glenwood Avenue	Route 66	East Lemon Avenue	2	12,000	2,437	0.20	A
South Pasadena Avenue	Route 66	East Lemon Avenue	2	12,000	2,307	0.19	A
South Glendora Avenue	Route 66	Foothill Boulevard	4	32,000	15,969	0.50	A
South Vermont Avenue	Route 66	West Foothill Boulevard	2	12,000	3,715	0.31	A
Grand Avenue	Route 66	West Leadora Avenue	4	32,000	12,383	0.39	A
Foothill Boulevard	Barranca Avenue	Glendora Avenue	4	32,000	10,569	0.33	A
North Barranca Avenue	West Foothill Boulevard	West Leadora Avenue	4	24,000[2]	7,235	0.30	A
San Dimas							
San Dimas Canyon Road	Arrow Highway	Bonita Avenue	4	32,000	7,652	0.24	A
Walnut Avenue	East Arrow Highway	East Bonita Avenue	2	16,000[3]	6,181	0.39	A
San Dimas Avenue	Arrow Highway	Bonita Avenue	4	32,000	10,122	0.32	A
Monte Vista Avenue	Commercial Street	Bonita Avenue	2	12,000	448	0.04	A
Cataract Avenue	Arrow Highway	First Street	2	12,000	2,530	0.21	A
Bonita Avenue	Eucla Avenue	San Dimas Avenue	4	32,000	13,038	0.41	A
Eucla Avenue	Bonita Avenue	Third Street	2	12,000	3,128	0.26	A
West Gladstone Street	Lone Hill Avenue	Amelia Avenue	4	32,000	12,999	0.41	A
La Verne							
White Avenue	Arrow Highway	Third Street	4	32,000	16,466	0.51	A
E Street	Arrow Highway	Third Street	2	16,000	6,064	0.38	A
D Street	Arrow Highway	Third Street	2	12,000	4,995	0.42	A
A Street	Arrow Highway	Third Street	2	12,000	1,174	0.10	A
Wheeler Avenue	Arrow Highway	Third Street	4	32,000	9,067	0.28	A

Table 2-8. Existing Roadway Segment Average Daily Traffic Analysis (2010) (continued)

Roadway Segment	From	To	Number of Lanes	Capacity (Vehicles/Day)	Volume (Vehicles/Day)	V/C	LOS
Pomona							
North Towne Avenue	Arrow Highway	Bonita Avenue	4	32,000	25,298	0.79	C
North Garey Avenue	Arrow Highway	Bonita Avenue	4	32,000	20,918	0.65	B
Fulton Road	Metrolink Driveway	Bonita Avenue	2	16,000	1,345	0.08	A
Fulton Road	Arrow Highway	Metrolink Driveway	2	16,000	1,635	0.10	A
Claremont							
South Mills Avenue/Claremont Boulevard	Arrow Highway	East First Street	4	32,000	7,577	0.24	A
Indian Hill Boulevard	Arrow Highway	Bonita Avenue	4	32,000	18,889	0.59	A
College Avenue	East Arrow Highway	East First Street	2	12,000	5,068	0.42	A
College Avenue	East First Street	Bonita Avenue	2	12,000	5,553	0.46	A
Cambridge Avenue	West Arrow Highway	Bonita Avenue	2	12,000	4,580	0.38	A
First Street	Indian Hill Boulevard	College Avenue	2	12,000	7,363	0.62	B
Montclair							
Monte Vista Avenue	Richton Street	Arrow Highway	4	32,000	18,837	0.59	A
Central Avenue	Richton Street	Arrow Highway	4	32,000	22,382	0.70	B

Source: Wiltec, 2010.
[1] Capacity of 32,000 assumes 800 vehicles per hour per lane multiplied by number of lanes, divided by a k-factor of 0.1.
[2] Capacity of 24,000 assumes 600 vehicles per hour per lane multiplied by number of lanes, divided by a k-factor of 0.1.
[3] Capacity of 16,000 assumes 800 vehicles per hour per lane multiplied by number of lanes, divided by a k-factor of 0.1.
[4] Capacity of 12,000 assumes 600 vehicles per hour per lane multiplied by number of lanes, divided by a k-factor of 0.1.
k-factor= The ratio of design hour traffic to average annual daily traffic.